

# GRAIN DEALERS' JOURNAL

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CHICAGO, ILL., SEPTEMBER 25, 1900.

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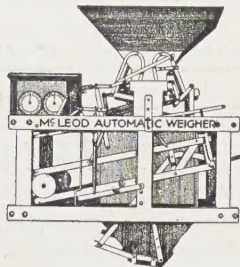
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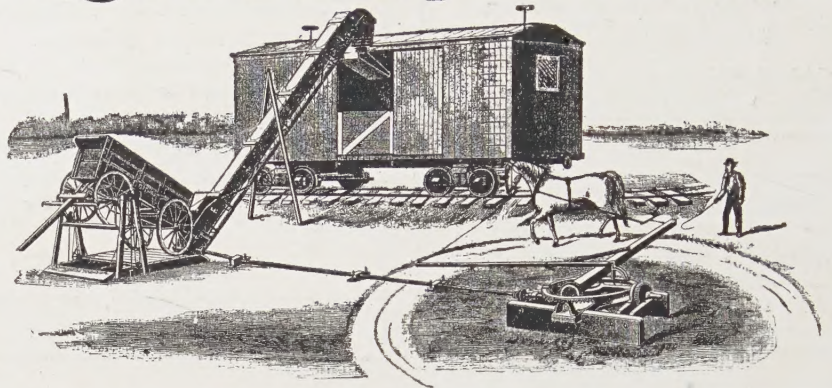
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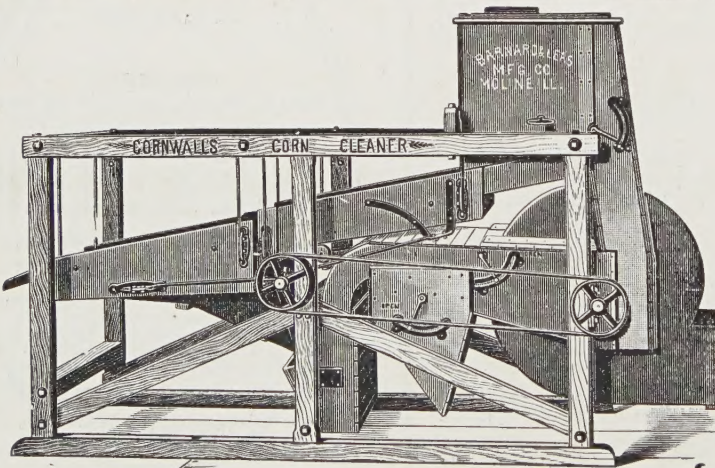
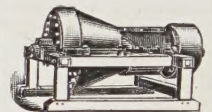
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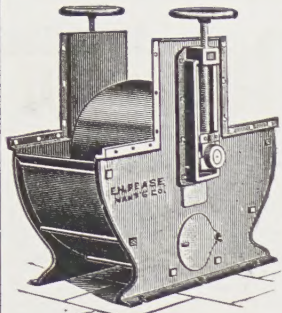
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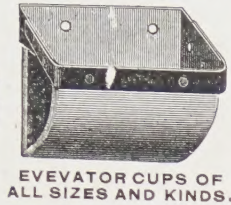
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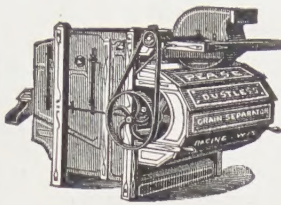
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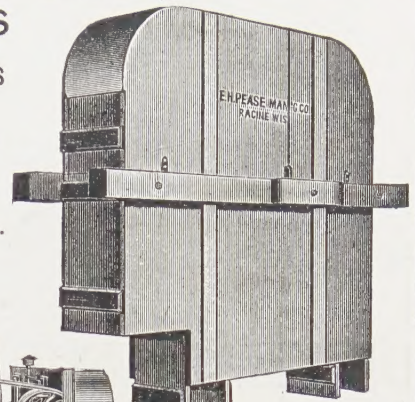
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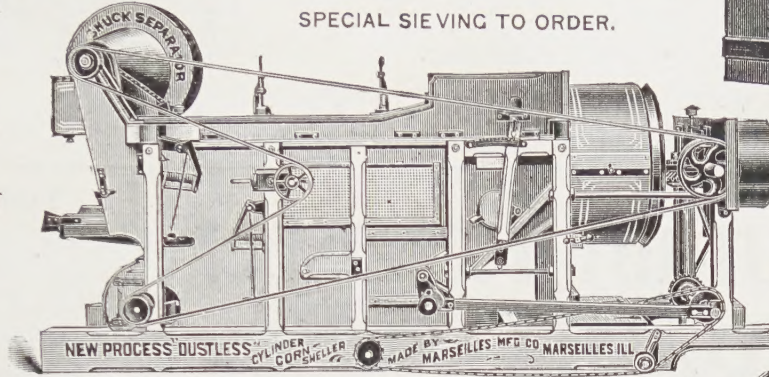
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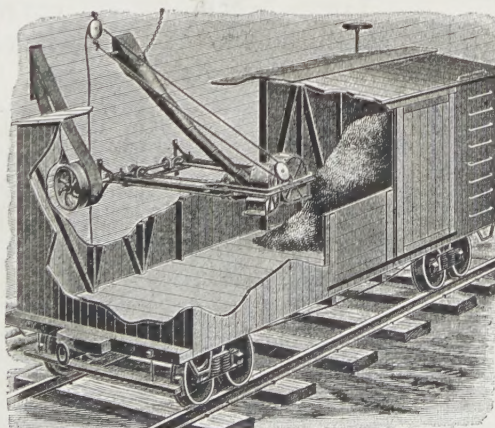
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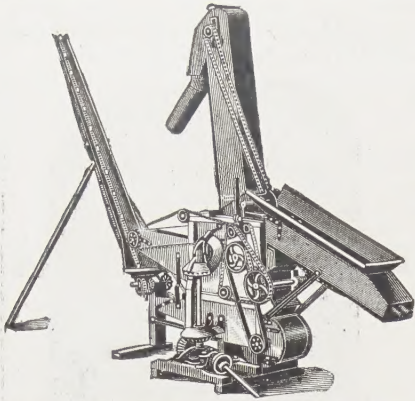
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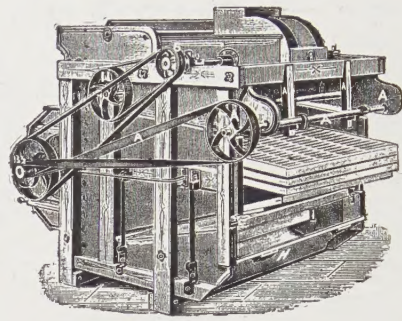
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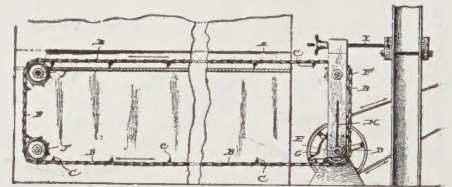
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**Clark's Grain Tables for Wagon Loads** reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

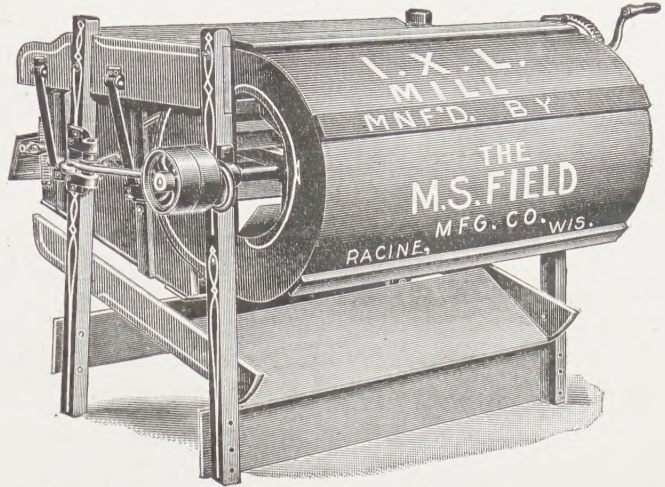
**Clark's Vest Pocket Grain Tables** include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

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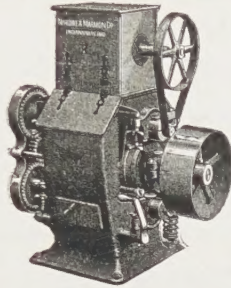
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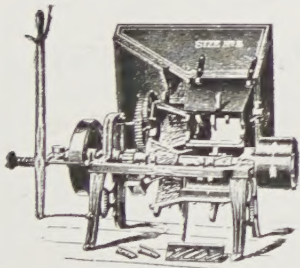
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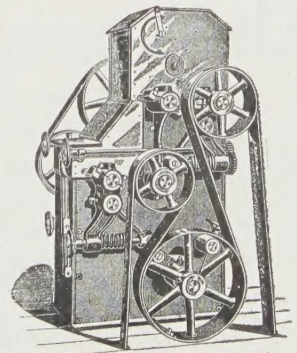
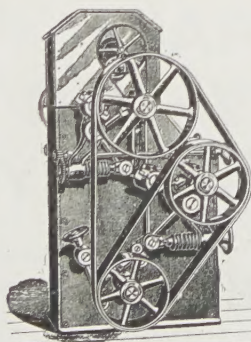
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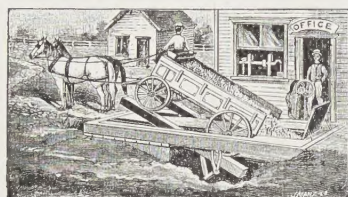
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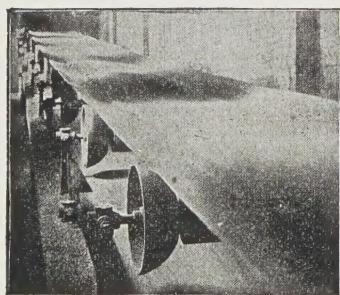
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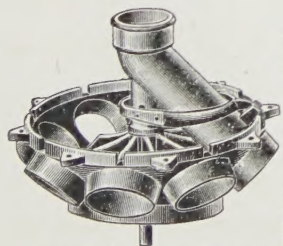
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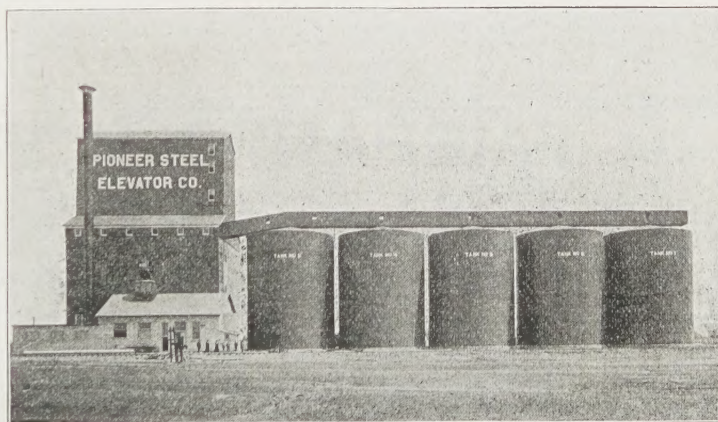
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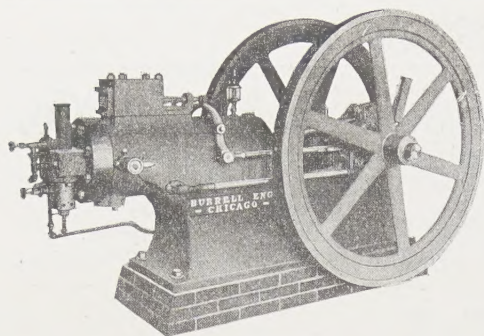
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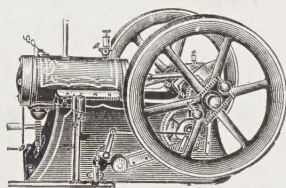
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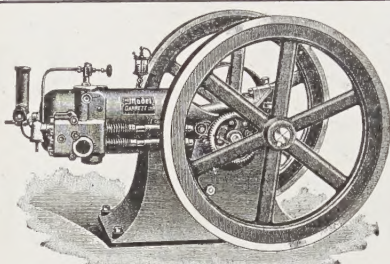
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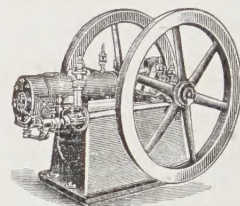


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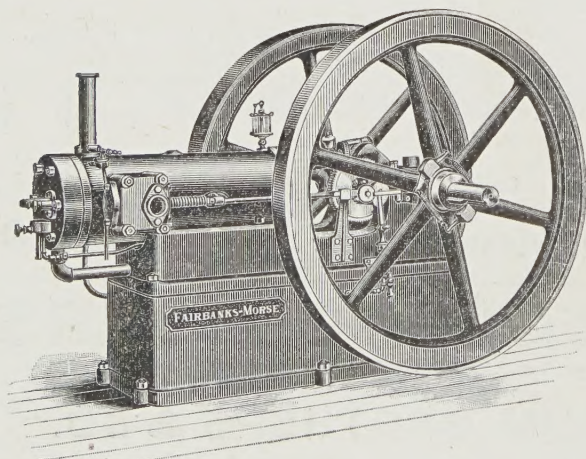
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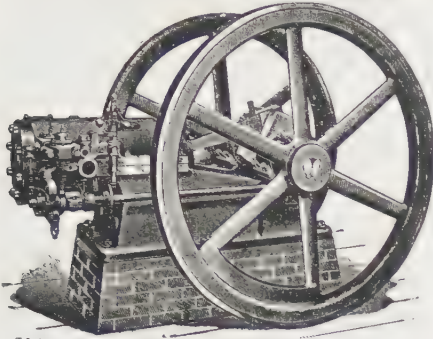
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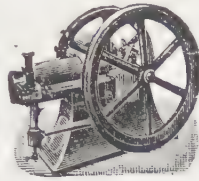
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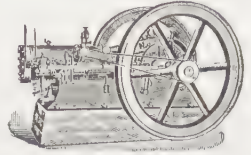
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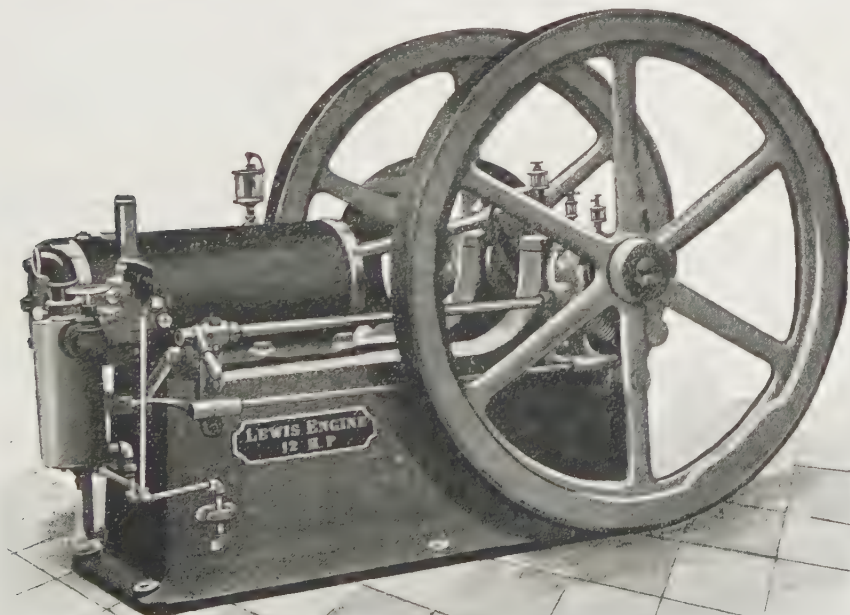
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## THE VALUE

of an ad. is not measured by what it costs, but by what it pays the advertiser.

Ads. in the Grain Dealers Journal Pay Advertisers Well.



## Freight Tables...

Showing the rate per bushel, when the rate per 100 lbs. is 3 to 50¢ cts. The only tables published which reduce even and half cent rates per hundred weight to the correct amount of freight per bushel.

This table is printed in two colors on white bristol board, from heavy faced type. The red figures denote the rate per hundred and the black figures the freight per bushel, at the rates specified. The tables are used for wheat at 60 pounds, corn 56 pounds, barley 48 pounds and oats 32 pounds, at any cent or half-cent rate, 3 to 50½ cents.

Price 15c. per copy. Two copies for 25c. Or ten for \$1.00.

**GRAIN DEALERS COMPANY,**  
10 Pacific Avenue, Chicago, Ill.

## A. B. C. CODE.

The A. B. C. Universal Commercial Electric Telegraphic Code is used more extensively in international trade than all other ciphers. No one who does business with European firms can afford to be without a copy.

By its use merchants attain simplicity, economy and secrecy in sending messages. Every word is identified by a single code word. The saving effected in sending a single message often amounts to more than the cost of the code. The secrecy of messages between two persons can be made absolute, even though any other person may have access to telegram and Code.

A rubber stamp bearing words "A. B. C. Code Used" given with each Copy. Price, per copy, \$5.

For Sale by **GRAIN DEALERS COMPANY**  
10 Pacific Ave., Chicago, Ill.

## DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type.

Price, 10 cents each.

FOR SALE BY

**GRAIN DEALERS COMPANY,**  
10 Pacific Ave., CHICAGO.

## SEMI-ANNUAL MEETING ..Illinois Grain Dealers' Association.. AT PEORIA, OCTOBER 11th.

For this occasion the

### Chicago & Alton R. R.

will sell tickets Chicago to Peoria at one and a third fare (\$5.70) for the round trip. The Peoria Corn Carnival and Exposition will be held at same time, October 3 to 13th. Tickets will be sold October 8th to 11th, inclusive. Good to return 'till October 15th.

Leave Chicago	TRAIN SCHEDULE:	Arrive Peoria
11:15 a. m.	.....	3:35 p. m.
3:00 p. m.	.....	8:00 p. m.
11:30 p. m.	.....	6:50 a. m.

### ALTON LIMITED.

The 11:15 a. m. train from Chicago is the celebrated "Alton Limited," a magnificent day train—the finest and handsomest in the world. Has a through car to Peoria.

### MIDNIGHT SPECIAL.

The 11:30 p. m. train from Chicago is our "Midnight Special." This train has a Pullman sleeping car for Peoria, which sleeping car is sidetracked at Peoria on arrival of train at that point, and occupants of the sleeping car are privileged to remain in it till it suits their convenience to leave in the morning. This arrangement admits of passengers getting up and dressing at their leisure.

Tickets can be secured at City Ticket Office, 101 Adams Street, or at Depot Ticket Office, Union Passenger Station, Adams and Canal Streets.

**ROBERT SOMERVILLE,** General Agent Passenger Department,

Chicago & Alton Railway, 101 Adams St., Chicago, Ill.

Telephone, Central 1767.

## CIFER CODES.

Use a good Telegraph Cipher Code. Prevent errors, reduce the cost of sending messages, prevent contracts becoming known to agents.

**0** ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Compact, small, can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

**0** JENNING'S NEW ENGLAND TELEGRAPH CIPHER AND DIRECTORY. Bound in Morocco, \$3.00.

**0** A-B-C INTERNATIONAL CODE, \$7.00.

**0** STEWART'S INTERNATIONAL CODE. By means of which any number from 1 to 1,000,000 can be expressed by a single word of not more than ten letters. 25 cents.

**0** For any of the above, address

**GRAIN DEALERS COMPANY,**

10 Pacific Avenue, CHICAGO, ILL.

# Regular Grain Dealers

WILL BE WELCOME AT

## ANNUAL MEETING

OF THE Grain Dealer's National Association

INDIANAPOLIS, IND., November 20 and 21.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

FARM, elevator, storeroom and stock goods for sale. J. C. Spahr, Clare, O.

GOOD 40,000-bu. elevator in N. W. Ia; cheap. E. C. Cowles, Storm Lake, Ia.

ELEVATOR and feed mill for sale. Townsend & Brooks, Nashville, Mich.

ELEVATOR with flour and coal business for sale cheap. William Southall & Sons, Irwin, Ia.

STEAM elevator for sale in eastern Kan. H. R., box 6, care Grain Dealers Journal, 10 Pacific av., Chicago.

CHICAGO ELEVATOR on south side, for sale at a sacrifice; 300,000 bu. capacity. Address A. A. McClanahan, 211-218 La Salle St., Chicago.

IOWA elevator on Ill. Cent. R. R., 55,000 bu., modern in every respect; for sale at a bargain. S. W. I., box 6, Grain Dealers Journal, Chicago, Ill.

GOOD 50,000-bu. elevator, feed mill and sheller, cheap. S. N., box 2, care Grain Dealers' Journal, Chicago.

ELEVATOR and mill for sale, located at Urbana, Ill. Only mill in Champaign Co. V. M. Smith, Herman, Minn.

ELEVATOR, feed mill and coal trade. Also storeroom with P. O. To settle estate. Edw. T. Cook, Chilli-cothe, O.

IOWA elevator, house, coal sheds and stockyards on I. C. R. R. for sale. W. R., box 3, care Grain Dealers' Journal, 10 Pacific av., Chicago, Ill.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

ELEVATOR with oat bins, corn cribs, in central Illinois. Good local trade. For sale at a bargain. Western, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

GRAIN ELEVATOR AND RESIDENCE. Everything up-to-date; best location for the money in Indiana; will sell either or both. Don't write without you want to buy. M. E. Harris, Cowan, Ind.

N.-W. IOWA elevator for sale. Good locality; 30,000 bu. capacity; 6-h. p. gasoline engine, cleaner. Savage & Love double dump, grinder, Fairbanks scales; all in first-rate condition. Plant only 4 years old. Coal business in connection. Satisfactory reasons given. G. B., Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

TWO elevators doing good business for sale on reasonable terms. Hardware and implement business in connection with one elevator and dwelling house and lots with other. Will sell together or separately. First class reason for selling. Could fit out if desired a line of these houses with good central location, telephone connection, etc. J. R. Martin, Sullivan, Ill.

## ELEVATORS FOR SALE.

BEST equipped 20,000-bushel elevator in central Ohio; best grain section and handle more grain than any two in county; 3 ear corn dumps, sheller, cleaner, separator, hopper and 60-ton track scales; 30-h. p. steam engine; everything first-class and complete. Good coal trade, and flour and feed exchange. No opposition. Possession at once. Rare opportunity. E. L. Carroll, Huntsville, Ohio.

## MACHINES FOR SALE.

SHUCK-SELLER, 4-hole Marseilles, for sale cheap; nearly new. A. Moseley, Quanah, Tex.

STEEL CONVEYOR, 20 ft. long 6 in diam. with hangers, for sale cheap. A. H. Richner, Crawfordsville, Ind.

BURR, 22-in. underrunner; 1 M. Valley Corn Sheller, 1 Cleaner, made at Sidney. Cheap. Patty & Coppock, Fletcher, O.

LOT OF SHAFTING, boxing, sprocket wheels, pulleys, including head pulleys for sale. Horner & Co., Hume, Ill.

EUREKA oat clipper, 800 to 1,000 bu. Condition perfect; displaced by larger machine same make. Address X. X., Grain Dealers Journal.

MIAMI SHELLER, good condition; capacity, 300 to 400 bu. per hour. Also one Miami Corn Feeder for same. Address W. E. Tuttle, Springfield, Ohio.

SECOND-HAND: One 45-h. p. boiler with heater, pump and all fixtures complete. Outfit will sell cheap if sold soon. Address Rhinehart Smith, Sidney, Ohio.

SEPARATOR for sale; No. 3 Silver Creek receiving, with sieves for beans, all kinds of grain, clover and timothy seed. Nearly good as new; D. S. Woolman, Millington, Mich.

CHEAP FOR CASH—Five No. 5 Cyclone Dust Collectors; two No. 5 Eureka Scourers, almost new; four No. 4 B. & L. Separators; one No. 2½ Invincible Oat Clipper. L. V. Thistle, Coldwater, Mich.

TWO NEW WELLS Warehouse Fanning Mills, and 1 new No. 6 Excelsior Dustless Grain Separator and Grader, for sale cheap. No better machinery of their class in the market. For particulars address C. H. Adams, Marseilles, Ill.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

## ENGINES WANTED.

BEST prices paid for 2nd hand gas and gasoline engines. General Gas Engine Co., 43 W. Washington St., Chicago.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 36 W. Randolph, Chicago.

## ELEVATORS WANTED.

ELEVATOR wanted to rent, on C. & N. W., in Iowa. S. S., Box 9, care Grain Dealers Journal, 10 Pacific ave., Chicago.

ELEVATOR wanted to rent in Minn. or Ia. A. G. S., Box 1, care Grain Dealers' Journal, 10 Pacific av., Chicago.

INTEREST in elevator wanted by grain man. Will furnish some money and do the work. Box 13, Bradgate, Iowa.

ELEVATOR wanted to buy or lease, either in western Ohio or eastern Indiana. Must be in good territory. Address Ketrow & Vernier, Ansonia, Ohio.

WANTED, to lease with privilege of buying, a grain elevator in good location, Iowa or Minnesota. Give full particulars by mail. Address G., Box 5, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

## ELEVATOR SITES.

**FINE  
LOCATIONS**

FOR  
**ELEVATORS, FACTORIES,**

AND OTHER INDUSTRIES ON  
**The Belt Railway of Chicago.**

COMPETITIVE RATES.  
AMPLE CAR SUPPLY.

ADDRESS B. THOMAS, PRES. & GEN. MGR.  
DEARBORN STATION, CHICAGO.

## LOCATIONS FOR ELEVATORS

in Illinois, Iowa and  
Minnesota on the line of the

## Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,  
Industrial Agt., C. G. W. Ry.  
604 Endicott Bldg.  
St. Paul, Minn.



# GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

## ENGINES FOR SALE.

VERTICAL engine of 10 h. p. for sale. Lake St. Mfg. Co., 156 Lake, Chicago.

BOILER, good 2nd hand 13 ft. x 18 in. Bargain. Write the Algona Milling Co.; Algona, Ia.

ENGINE and boiler, 10-h. p., for sale; mounted on trucks; in good condition. A. N. Drummond, Guernsey, Iowa.

GAS engine for sale; 40-h. p. Otto, in good condition. Frank Diesel Can Co., Stewart av. cor. 40th st., Chicago.

BOILER for sale, 26 ft. x 4 ft., 4 8-in. and 2 12-in. flues; f. o. b. Wabash R. R. J. F. Deck, Attica, Ind.

2 h. p. gas engine for sale, good running order; get particulars. Martin Mfg. Co., 232 W. Washington st., Chicago.

BARGAINS in second-hand gas and gasoline engines. General Gas Engine Co., 43 West Washington st., Chicago.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., Jefferson and Fulton-sts., Chicago.

MARTIN MFG. Co., 232 W. Washington st., Chicago, Ill., manufacturers of steam engines,  $\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$ , 1 and 2 h. p. Gas and gasoline engines,  $\frac{1}{2}$ , 1 and 2 h. p. Dynamos, motors and electric fans; small hangers and countershafts. Write us for prices.

GASOLINE engines: two 30-h. p. White & Middleton, in perfect order. Smaller second-hand engines of other makes at bargain prices. New Backus engines, the very best made, at reasonable prices and on long time. Backus Gas Engine Co., 171 Lake-st., Chicago, Ill.

# OATS

CLIPPED, CLEANED  
AND MIXED  
AT THE

Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.  
...CHICAGO...

## FOR RECEIVERS.

# Receipts and Sales Book

Is used very extensively by receivers and commission merchants to record their receipts and sales of grain.

The left hand or **RECEIPT** page is ruled both ways and has the following column headings: Date Received, Number Consignment, Owner and Residence, Articles, Number and Description, Where Stored, Charges, Description, Dollars and Cents, Page of Entry, Day Book, and How Received.

The right hand or **SALES** page has twice as many cross lines and the following column headings: Date of Sale, To Whom Sold, Articles, Number and Description, Price, Total Amount, Page of Entry, Day Book, Net Sales, and Remarks.

It is indexed in front and the pages are numbered double. The size of the book is 11½ x 18 inches. It is well bound in substantial cloth covers with leather back and corners and is printed on the best linen ledger paper. Price \$1.50 per quire of 80 pages each. It is made in three sizes, 2, 3 and 4 quires. **For Sale by**

**GRAIN DEALERS COMPANY,**  
10 Pacific Ave., CHICAGO, ILL.

## GRAIN FOR SALE AND WANTED.

IF YOU do not find what you want advertise for it here.

RYE STRAW for sale. Address W. J. Henzell, Hoppertown, Mich.

BUCKWHEAT wanted; also rye and soft wheat. H. H. Emminga, Golden, Ill.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

HAY shippers addresses wanted. G. M. White & Co., East Hartford Meadow, Conn.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SEED WHEAT, suitable for central Indiana, wanted. C. H., box 3, care Grain Dealers' Journal, Chicago.

WANTED: Car of northern Fultz wheat and car of winter white rye, suitable for seed. E. M. Small, Yeddo, Ind.

BUCKWHEAT WANTED. Large or small quantities. Extra price paid for good grain. Louis Cherry, 3 S. Front st., Philadelphia, Pa.

TIMOTHY, CLOVER & ALSIKE SEED wanted. We are buyers at all times and pay full market prices. Try us. Whitney-Eckstein Seed Co., 210-212 Terrace, Buffalo, N. Y.

OATS WANTED; 15 to 25,000 bushels of extra fancy white. Must grade No. 2, and weigh not less than 35 to 37 pounds. Would like a large berry, and prefer natural to clipped oats. Send sample reasonably representing lot and make price f. o. b. your station, or delivered East St. Louis, or Louisville, Ky. Blue Grass Commission Co., Lexington, Ky.

H. C. Clark, Colfax, Ind.: It is not necessary to continue the advertisement of the burr mill, as I sold it immediately after the first notice in the JOURNAL; and have received several letters since inquiring about it.

## SCALES FOR SALE.

FAIRBANKS track scale for sale, 60-ton, 34-ft., good as new; price, \$250. A. K. Knapp, Minooka, Ill.

FEW 2nd hand hopper, wagon & R. R. track scales for sale, Fairbanks pattern. U. S. Scale Works, Terre Haute, Ind.

## MACHINES WANTED.

CORNWALL Corn Cleaner wanted, No. 1 or 2. W. W. Cameron, Chester, Neb.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

## SITUATION WANTED.

POSITION wanted as helper in elevator, Iowa preferred. Would like to learn the grain buyer's business. Moderate wages. State work required and wages. C. F. Peterson, Scranton, Iowa.

POSITION wanted; 20 years in grain, hay, seeds, know all ins and outs; thoro in office, buying, selling, grading and rates; large acquaintance. X., Box 5' care Grain Dealers' Journal, Chicago.

## MILLS FOR SALE.

FEED MILL for sale on Big Four R. R. All up-to-date machinery; good trade; fine location for grist mill or shipping grain. Delaware Feed Mills, Delaware, O.

70-BBL. roller mill for sale; steam, power, good order, well located in county seat 2,500 population (only mill). Splendid local and shipping trade. Bargain, \$6,000; one-third cash, balance 1 to 4 years at 8 per cent. Buy it, act quick and add electric light plant. Address E. P. C., box 2, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

**GRAIN  
DEALERS JOURNAL**  
10 PACIFIC AVE., CHICAGO, ILL.

190...

Gentlemen:—Enclosed find One (\$1.00)  
Dollar for which please send the Grain  
Dealers Journal on the 10th and 25th of  
each month for one year to

Name .....

Post Office .....

State .....



# LUMBER

We sell to everyone at the same price, strictly whole-sale rates. We will sell to anyone.

**JOHN SPRY LUMBER CO.,**

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

## CHAMPION CORN SHELLERS

last longer, and the expense for repairs is less than any other shellers. Many grain dealers are now using Champion Shellers put in 25 years ago. Write for descriptive circular.

**R. H. McGRATH,**

Established 1851.

Lafayette, Ind.

## Keep Dust Out of Your Lungs



USE THE

### Hurd Respirator

Made of Soft Rubber. Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

## Hamilton Rubber Mfg. Co.

MANUFACTURERS OF HIGH GRADE

# RUBBER BELTING

Rubber and Cotton (Rubber Lined) Fire Hose, Packing, Valves, Gaskets, Mats and Matting.

WRITE FOR SAMPLES AND PRICES.

NEW YORK  
PHILADELPHIA  
PITTSBURG

56 FIFTH AVENUE, CHICAGO.

Telephone Main 2296.

## Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

**MILLER'S NATIONAL INS. CO.**

205 La Salle St., CHICAGO, ILL

CHARTERED, 1865

ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

W. L. Barnum, Secy

## The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,  
IDA GROVE, IOWA.

## MICHIGAN MILLERS MUTUAL FIRE INS. CO. OF LANSING, MICH.

20 YEARS Successful Business. Net Cash Surplus, \$220,000.00.

50% Dividends Paid 1899 1900

Insures Grain and Elevators.

## Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

**HUNTLEY MANUFACTURING COMPANY,**

Silver Creek, N. Y.



# GRAIN DEALERS JOURNAL

**GRAIN DEALERS COMPANY.**

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, Advertising Representative.  
NORMAN H. CAMP, Attorney for the Company.

SUBSCRIPTIONS:

One Year, Payable in Advance, . . . . .	\$1.00
Six Months, " " " " . . . . .	.60
One Copy, . . . . .	.05
Foreign, Per Year, in Advance, . . . . .	1.50

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., SEPTEMBER 25, 1900.

Go to Indianapolis Nov. 20-21.

The time to keep insured is—all the time.

Texas Grain Dealers Association will meet at Dallas Oct. 2.

Ohio Grain Dealers Association will meet at Columbus, Oct. 16.

Bucket shops are still busy harvesting an average crop of easy suckers.

The elevator man who fails to keep his grain insured is inviting grief.

Children are never smothered in the bins of elevators which deny them admission.

Bleaching barley with soda may be a success, but it seems to be kept very quiet.

Illinois Grain Dealers Association will hold its semi-annual meeting at Peoria, Oct. 11.

Corn is King this year of antis and all others. As yet no grain dealer has protested.

Are you protecting your business against sudden rises in the market by taking written contracts?

Shippers who kick on discounts of less than 10 cents per bushel shud be careful less they strain their tendons.

Some track buyers discount off-grades so vigorously that they compel shippers to ignore the highest bids received daily.

Do not rivet your attention to the bids; give some consideration to the discounts. It will pay much better in the long run.

We want fotografs of collapsed grain elevators, together with the reasons why. Remember our want, favor us with the fotograf.

Paying more for grain than it can be sold for, just to keep a competitor from

giving away his working capital, may delight the farmers and that competitor, but will never exert a swelling influence on the buyer's bank account.

The effort of telegraf companies to collect pay for a message tendered is not always evidence that the sender has not paid for its transmission.

Hot oats are causing operators of transfer elevators a world of trouble. The oats clog in the receiving sink, elevator heads, garners and hoppers.

Running a competitor out of business by overbidding is a very expensive process, and frequently results in the runner running himself out of business.

Ohio farmers are becoming too tony to shovel corn into cribs and at some points insist that elevator men provide ear corn dumps for receiving from wagons.

Oats bleached with sulphur fumes can be detected very easily by leaving a silver dollar in the oats over night. If the dollar turns black the evidence of sulphur is unmistakable.

Of the many fires which occurred in Indiana last year, 631 were traceable direct to defective flues. If you have one, now is the time to have it repaired, to have it made safe.

The elevator man who paints his name and business on his elevator does not permit farmers to think him dead or out of business. It pays well to keep constantly before possible customers.

Dealers who are opening new elevators are delighting farmers with prizes for the largest loads received on the opening day. Such contests help to advertise the elevator and help the local market.

The dealer who insists upon written contracts for future deliveries does not find it necessary to worry over the possibilities of a rise in price shrinking the seller's large crop to a complete failure.

The elevator operator who has the temerity to place his arm in the leg of an elevator while it is running cannot expect to collect damages from his employer for loss of the arm. Such rash challenges of danger are inexcusable and culpable.

When writing telegrams, be very careful to write it so plainly that no one can mistake words for anything other than what you mean. Telegraf companies kick on paying claims, and seldom do it without a prolonged and expensive legal fight. A minute's care may save a thousands loss.

To the dealer who says, "I propose to get even with my competitor," you want to say, "Quit your meanness. Rise above rumors brot to you by the trouble breeding farmers and merchants. Get away from that personal jealousy you bear all

competitors. Get acquainted with your competitor, insist on being friendly and both of you will get a living out of the business; your market will not be in continual turmoil and several cents higher than you can afford to keep it. Let your motto be, 'Live and let live.'"

The insurance companies are after the automobiles which consume gasoline and recently have made a marked advance in the rate on buildings where such vehicles are stored. May they continue to advance the rates until the autos take to consuming corn, oats and other feed products.

Members of the Eastern Indiana Division of the Grain Dealers National Association no longer buy corn by the bushel; the unit of measure adopted being 100 pounds. This obviates the labor of reducing pounds to bushels, and circumvents the efforts to legislate value into 68 pounds of corn.

A part of the program of the annual meeting of the Grain Dealers National Association at Indianapolis, Nov. 20-21, will be devoted to the discussion of problems which confront the officers of the grain trade associations. An experience meeting, a conference for secretaries, in which suggestions from members will be most welcome.

The procrastinator who postpones putting in a drier until there is enuf wet grain to keep it busy, and then hesitates to put in a drier for fear all grain will be dry before drier is completed is to be pitied. If he will put in a good drier and search the markets, he will soon find grain at all seasons of year which can be run thru drier to his profit.

An Iowa grain dealer who has verbal contracts with farmers for many thousand bushels of corn dreamed the other night that the market had gone up 15 cents, and the corn was all being hauled to adjoining towns. It gave him such a scare he has not hesitated to insist upon written contracts as evidence of good faith in every purchase made since.

A substantial foundation does not give away under half a load and precipitate elevator and contents in a heap. The average barn builder does not seem to care if elevator does fall, and is perfectly satisfied if his system of frail stilts holds up the framework until he collects his pay. A cheaply constructed elevator is invariably the most expensive to operate.

Another explosion of oat dust has been added to the long list of casualties due to this cause. Illinois oat meal mills seem to have been particularly unfortunate in this regard, the owner of the one just destroyed having lost several in the same way previously. It has been some time since we reported the destruction of a grain elevator which was traceable direct



to a dust explosion, but that is no ground for thinking that next month there will not be at least a dozen dirty elevators blown to smithereens. It does not pay to harbor dirt and dust around any elevator, as so doing invites not only fire and explosions, but also weevil and all other varieties of grain infesting insects; while the collecting and burning of the dust materially reduces the fuel bill.

Shippers who sell on track would save themselves a world of trouble if they would have it thoroly understood with those to whom they sell that if their shipment misses grade they shall be telegraphed for instructions as to disposition. Heavy discounts, altho they may be fair, are always irritating and frequently cause heavy and unnecessary losses.

The rains in the Northwest, like the earlier rains in the Southwest, caught much wheat in the shock. If there were more good driers in each district dealers could handle it at a profit. As it is, many have attempted to handle it on a close margin and have lost heavily. Had good driers been at hand most of the wet grain could have been saved and the losses averted.

Tell us how you would construct a crib to protect corn from the elements and rodents, and still have it cure thoroly. The best crib is the least expensive for the dealer who expects to use it several seasons. By its use his corn will keep better, be graded higher and command a higher price. Send us description of the best crib.

Making over-drafts against shipments may cause some shippers to feel safer, while it would prompt many others to feel that they were imposing upon the good nature of the receiver, and that they could not expect him to exert himself in their behalf so vigorously or earnestly as he would do were they to trust at least a little to his honesty. Shippers who confine their business dealings to members of commercial exchanges have little to fear from dishonest practices.

Several very distressing accidents which have occurred during recent months are traceable direct to a penny wise, pound foolish policy of trying to make old out-of-date appliances do the work for a while longer. The latest case of this kind which has come to our notice is that of an elevator foreman who became entangled in the rope of the car puller yet had the good fortune to escape with his life. He sacrificed one leg and a fair income to the penuriousness of the elevator owner. The automatic attachments for taking up the slack rope of car pullers are not expensive, and if properly cared for do their work perfectly. The liability of the elevator owner in this case may be such that the foreman will receive some damages for his limb, but, of course,

fair compensation therefor cannot be expected. A safely constructed machine will always pay big dividends, not only in lives and limbs saved, but in damage suits prevented.

Ohio and Indiana grain dealers are still struggling to free themselves from the extravagant, nonsensical practice of lending bags to farmers. A few wisecracks posing as friends of the grain growers continue to lend bags to all comers. The majority of those still lending admit the burden of the practice and promise to discontinue soon. The practice is doomed. It has not one leg to stand upon. The margin of profit has become so small that dealers can no more afford to indulge in such foolishness, and those who first discontinue lending bags will be the greatest gainers.

#### A NEW GRAIN CAR DOOR.

The accompanying line cuts show a grain door which was made after the idea of what was considered a good grain door, by a well-known elevator man of Chicago.

In designing this door the main idea was to construct one that would be simple yet strong; one which would not per-

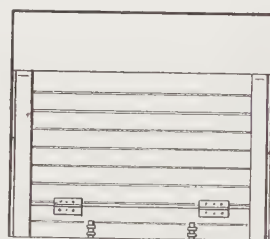


FIG. 1.

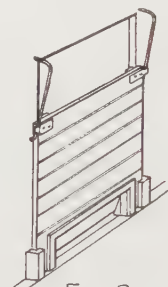


FIG. 2.

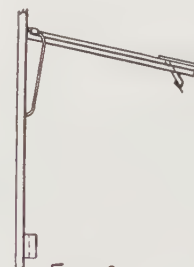


FIG. 3.

mit any leakages and could be hung up out of the way.

The majority of grain doors are nothing more than a lot of the poorest old pine boards full of knot holes nailed together that can be obtained. It is maintained that cars coopered with this kind of door arrive at destination generally with a part of their contents distributed along the track.

To overcome all troubles likely to arise from poor doors Mr. M. Churchill invented this door and had a model of it made.

The door is made of heavy oak lumber and is about 4 in. wider than the car opening, which permits it to rest tightly against the inside of the car, where it is firmly held when the car is loaded.

At the bottom of the door is a small door which opens outward and is held in place by sliding bolts as is shown in Fig. 1. When the car is to be unloaded this small door is first opened, which permits the grain to commence running into the receiving sink. This loosens the grain against the big door and permits it to be raised up, swung inward and fastened to the top of the car, as shown in Fig. 3.

The inside of the car against which the door rests is faced with iron which prevents the door from being nailed. The bottom corners of the door fit into a groove which keeps the door from shifting. Two vertical iron rods, one on either

side of the door, are fastened to the inside of the car. At the top corners of the door are two iron rings thru which the rods run. The rods serve as guides to carry the door to the top of the frame as shown in Fig. 3.

If a door after this design was well made it would last as long as the car, while now new doors are needed every trip.

#### COBS.

The wet spring in Argentina is giving the young plant a spindling growth. The start is not as good as in recent years.

Imports of rice for the eleven months ending June 1, as reported by O. P. Austin, chief of the Bureau of Statistics, aggregated 108,606,000 pounds, against 192,315,000 and 170,439,000 pounds during the corresponding periods of 1898-9 and 1897-8.

Nations as well as individuals have a perfect right to do good unto others, but they make a great mistake when they try to beat it into them.—From the Saturday Evening Post. Grain dealers can readily understand how this applies to their obstinate competitor.

Argentina is usurping the position of the United States and Canada as a wheat exporting country. Its shipments for the season of 1899-1900 were 9,926,000 quarters; against 5,159,000 and 2,897,000 quarters in the two preceding seasons. In North America the exports show a

corresponding decrease for the three seasons, being 23,541,000, 27,997,000 and 29,079,000 quarters.

Of the \$797,237,000 worth of domestic merchandise exported from the United States during the seven months ending with Aug. 1, foreign steam vessels carried \$647,844,000 worth, and American steam vessels \$38,320,000 worth. Foreign sailing vessels carried three times as much as the American. The trade is principally in British ships, which carried \$464,065,000 worth.

The artificial food industry has developed widely in Germany, writes Oliver J. D. Hughes, American consul at Coburg, chiefly in the large works which supply dyestuffs, for which albumen is an important material. The artificial foods are mostly mixtures of more or less secret composition. Thus, the tropin of Professor Finkler, of Bonn, whose works are at Muhlheim, consists of one-third of animal and two-thirds of vegetable albumen. Albumenose is a frequent constituent of those foods. By albumenose is understood a preparation which, as regards solubility, occupies a position intermediate between the original animal albumen and its peptone. These chemical foods are easily digested, and are absorbed into the system with less waste than occurs with grain and meat.



## ASKED AND ANSWERED

### OAT BLEACHING OUTFIT WANTED.

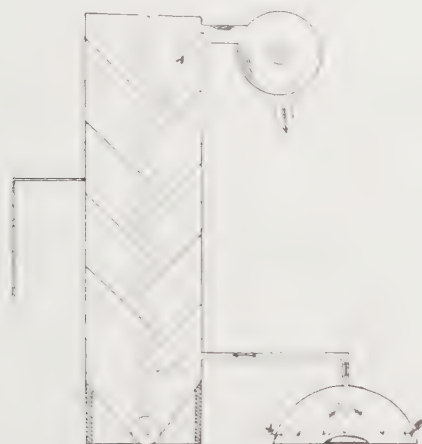
Grain Dealers Journal: Can anyone furnish us thru the Journal with the address of some one of whom we could purchase an oat bleaching outfit. Nutt Bros., Urbana, O.

### MEMBERS LIABILITY FOR DUES.

Grain Dealers Journal: I would be pleased to know whether I can resign from a grain dealers association or have my membership cancelled without paying my back dues? Am I legally liable to the association for dues as long as my name remains on the membership roll? Minnesota.

### LIST OF REGULAR DEALERS.

Grain Dealers Journal: We notice you are working to weed out the scoop shovel man, and some time ago received a list of regular Illinois dealers from the



An Ohio Bleacher.

Grain Dealers Journal. We have trade in Indiana and Ohio, and it is hard to distinguish unless we are on the spot, between who are scoop shovel men and who are regular dealers. We would like to have a list of regular dealers in Indiana and Ohio. Jas. P. McAlister & Co., Columbus, O.

Ans.: We are now compiling a list of the regular grain dealers in Indiana and Ohio, which will be published this fall.

### GAS MACHINE SATISFACTORY.

Grain Dealers Journal: A reader of the Journal asked if it would be cheaper for him to install a gas machine and make gas for his engine instead of using gasoline, which is so dear. In reply I would say that gas-making machines have been used for this purpose, the Dowson machine in England and the Taylor Gas Producer in this country. The results have been very satisfactory. The Taylor Producer makes gas out of hard or soft coal, the former preferred. The coal consumed, with a 100-h. p. gas engine, amounts to 1¼ pounds per horse power per hour, or ¼ to ¾ cent, according to the price of coal. R. D. Wood & Co., of Philadelphia, are making the Taylor Producer in sizes of 50 to 400-h. p. Eastern Reader.

### FAILURE OF BROKER TO ACCEPT BID.

Grain Dealers Journal: In reply to your query, "Was Bid Accepted?" I will say I construe the dealer's message to have simply offered the broker 10,000 bushels of corn at 36¼ cents, 30 days shipment. All Mr. Broker could do after receiving this wire was to try to place it on the conditions named, in which he failed, and that ended the transaction. G. W. Scott, Edgerton, Kan.

### LOADING CRIBS WITHOUT MANUAL LABOR.

Grain Dealers Journal: We have quite an amount of crib room, and in years gone by we have expected the farmers to do the shoveling. We have reached the point now when these same farmers object to the shoveling, and we are of the opinion that there is some device whereby this grain can be elevated from the wagons into the cribs. We have seen cuts of different machines for elevating into cars, and suppose the same facilities can be applied for cribs. We would like to know of some concerns that can give us estimates and drawings, on some class of portable dumps. Southworth & Co., Toledo, O.

### HOW TO RID ELEVATOR OF WEEVIL.

Grain Dealers Journal: I have been very much interested in an article in the Journal of Aug. 25 in regard to "How to Rid Elevator of Weevil." I want to ask a few questions. My elevator is 26 x 26 x 30 feet high, and cupola 16 feet higher. If I empty the house will fifty pounds of the carbon be enuf? Would not fumigation with sulphur do just as well if the sulphur were burned in the bottom of the pit and elevator closed tight? Any further information will be thankfully received by.

IOWA.

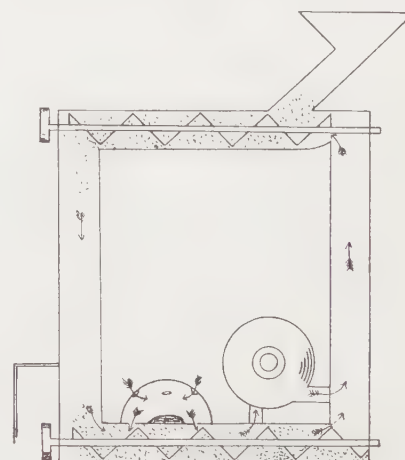
Ans.: Fifty pounds of bi-sulphide of carbon, if properly distributed thruout the entire plant and plant made as near air-tight as possible will destroy weevil. We think you would be only postponing necessity for using carbon by the use of sulphur. A malt broker's office adjoining ours has been infested with weevil this summer. He has closed his two small rooms and applied sulphur fumes on Saturday night several times with the result that he found office strewn with dead weevil Monday morning, but many escaped and multiplied so rapidly that he has not obtained any relief. If you apply carbon be sure to clean house thoroly. Stop all onenings, making house as near air-tight as possible; thoroly sweep the entire plant, walls, ceiling and floor. Leave no rubbish to harbor and protect the pests. Lock house securely and permit no fire or cigar to be taken into plant until thoroly ventilated on Monday.

### AN OHIO BLEACHER.

Grain Dealers Journal: I noticed in the last number an inquiry from an Ohio dealer asking where he could obtain information regarding oat bleaching machines. I do not know who manufactures machines of this character, but I do know that a number of them are being used.

I have seen several different bleachers and will try to describe the last bleacher I saw, which was working in an Ohio el-

evator. It was very much like a bin, but erected of 2 x 4 inch stuff outside the elevator proper and near to the steam plant. I imagine the bin was about three by six feet, and eighteen to twenty feet high. The stained oats were dropped thru top down over a series of shelves attached to sides, which slanted toward one another, thus breaking apart any oats which might have become baked together. If I remember rightly, a fan at top of bin drew out air and sulphur fumes and forced it back to bottom of bin, where it again entered and encountered the falling oats. Near the top of a bin a steam pipe entered, admitting steam to wet the oats and make them more susceptible to the bleaching action of the sulphur fumes. On the other side of the bin was a cheap sheet iron stove with door thru which to push a fire pot with burning sulphur. Vent holes were placed at frequent intervals about bottom of sheet iron enclosure. A stove pipe leading from top led to bottom of bin and the fumes passed up thru falling grain and out thru top of bin, or were drawn into fan and sent back to bottom of bin, thus forming an air belt. The grain was



An Indiana Bleacher.

removed from bottom by a screw conveyor. I think any first-class machinery house, or an elevator builder, who makes a specialty of constructing elevators and therefore knows his business, would be able to erect a bleacher at small expense. At most it ought not to cost over \$200, and with such a badly stained crop as is now being handled, the bleacher ought to pay 100 per cent on investment the first month. Trusting this information may be of some value to dealers who experience difficulty in handing this year's oats at a profit, I am M. N. Thompson.

### CONSTRUCTION OF OATS BLEACHER.

Grain Dealers Journal: In reply to query asking for information regarding oat bleachers, will say that I saw one recently and was very much interested in its construction and operation. I am not sure that I correctly understand its construction and operation, but I am willing to tell what I think is right as it appeared to me.

The grain was fed into a long conveyor box. I should judge it was fifteen feet long and probably one and a half foot square. A screw conveyor carried the grain to a sulphur spout, or what might more properly be called a grain chute,



## LETTERS FROM THE TRADE

The main building is 22x40 ft. and 14 ft. high to first story, with the end to the railroad track. It is a low down elevator with a driveway thru one end 14 ft. wide, the remaining 22x26 ft. of the first floor is occupied by a corn sheller, cleaner, separator, and oat clipper. A 5 ton platform scale occupies one-half of the driveway and an overhead wagon dump the other half, where all kinds of grain is



dumped into a 20 inch receiving elevator, that has a capacity of 2,500 bushels per hour. This elevator is 53 feet high, the elevator head is equipped with a patent turnhead, which delivers the grain to any bin or machine desired. The turnhead spout is operated from the working floor by a lever and indicator strand.

Three 12 inch elevators take care of the cleaned grain as it comes from the different machines, and the distributing spout is the same as is used for the receiving elevator.

The second story is occupied by 8 bins, 18 feet high. They are made of 2x4 hemlock cribbed construction. Each bin has a capacity of 2,000 to 2,500 bushels. An 800 bushel hopper scale occupies one of the bins. The stairway is located beside the hopper scale.

Grain can be drawn from any bin to any one of the elevators, thus damp grain can be kept on the move until perfectly dry and ready for market.

The engine and boiler room occupies the side of the elevator next to the scale.

stone, lengthwise of crib, being three and one-fifth feet, making five spaces in a 16-ft. section. On top of stone a 1 x 6 plank is placed, mainly for spacing the bents. We make the bents as follows: 2 x 6 uprights, 12 ft. high at eave, 14 ft. inside. The rafters are 2 x 4 x 18, as this length of rafters afford a projection at eave, of about 2 ft. The joints may be 2 x 8 single, or 2 x 6 double, placing one either side of upright. This we prefer, as it gives more strength, and makes the crib stand up better, preventing it from swaying.

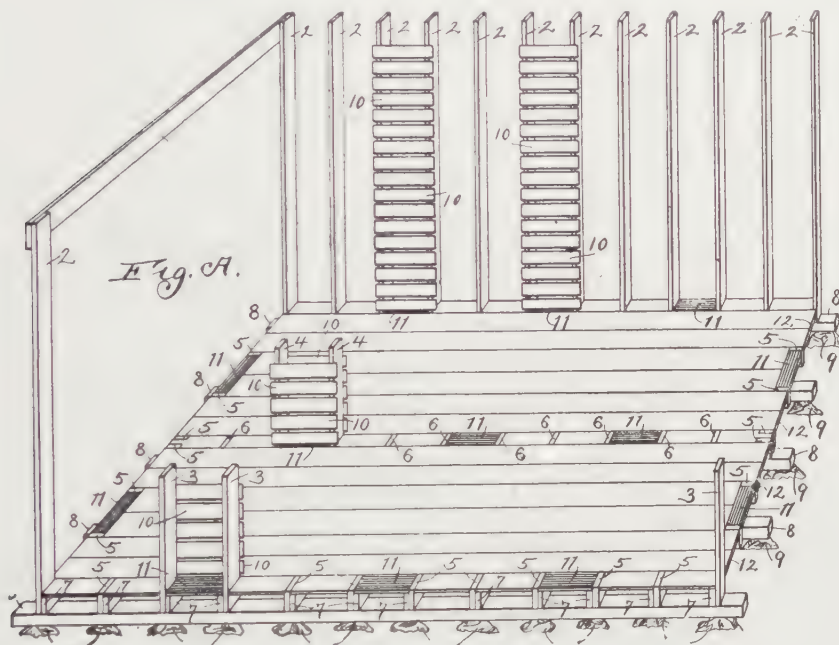
At 6½ ft. from the lower joist, place a 1 x 10 board across to tie the bents together. This width of board will not break down by corn resting upon it. The floor is made of 1 x 6 ruff fencing, laid down, beginning at each side and lay toward the center. When it is done there will be a crack varying from ½ inch to 1 inch, owing to the irregular widths of the boards. Wedges should be driven in the crack, so as to tighten the floor, then we place a board over the crack. The floor

cost of about \$18 per thousand. A nice storage room can be made overhead in driveway. We make the driveway 11 feet wide in order to be able to lead two horses by a wagon standing inside, as we use two wagons and one team in emptying crib and hauling to dump. Any further information desired will be cheerfully furnished on inquiry. Very truly yours, T. P. Baxter, Taylorsville, Ill.

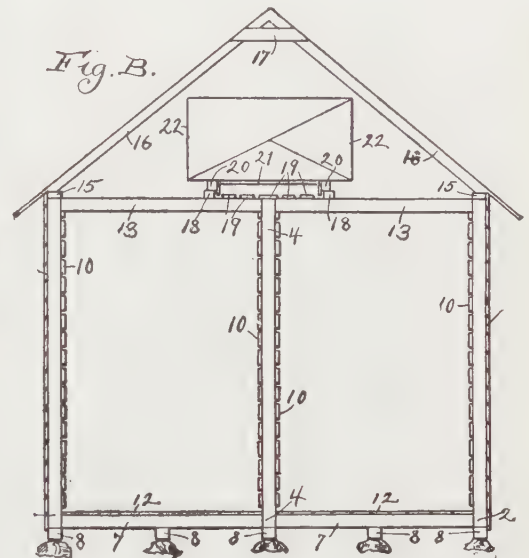
#### A VENTILATED COMBINATION BIN.

The accompanying cuts show a Ventilated Combination Bin or Crib that is manufactured by H. Kurtz & Son, of Sac City, Ia. This crib is so arranged that it can be conveniently and inexpensively changed in a few minutes from a ventilated bin for the storage of ear corn, to a tight bin for oats, shelled corn or wheat.

This crib consists of a tight building covered with a good roof and made perfectly weather proof. Air is introduced into the crib from the inside by the aid of flue like ventilators. The ventilators are formed by cutting holes in floor and inserting 1 x 4 or 1 x 6 at each end of hole and anchoring to outside wall of crib.



A Ventilated Corn Crib.



A 25-h. p. engine and 35-h. p. boiler furnish the power. Cobs furnish the fuel. The cob room is 12½ x 22 and 16 feet high and located beside the boiler room.

This is a one man house, the whole plant being operated from the working floor. H. G. Pollock, Middle Point, O.

#### CORN CRIB COSTING 1.8 CENTS PER BUSHEL.

Grain Dealers Journal: I have read the suggestions on corn cribs by S. W. Kistler, of Carroll, O., also by my friend, G. W. Hutton, of Auburn, Ill. Without any criticism on the plan of their corn cribs, I will proceed to give you in brief the plan I have been using for the last twelve years. I have examined others and have not found anything that suits me as well as my plan.

I will suggest a section of crib 16 feet in length, as we find this length of lumber builds the cheapest crib. To begin with, our plan is a double crib, each crib 10 ft. wide and driveway 11 ft. wide. Beginning the crib we use sandstone 12 x 12 x 6 in., of which we have three rows under each 10 ft. crib. The space between the

will not need any nailing, except at the ends of boards. We side up 30 inches from floor, very tight, and the rest of the siding may be of any width desired, but we use 1 x 4 or 1 x 6, the space between siding is 1 inch at first and increasing to 2 inches near the top.

The sheeting may be of the cheapest quality, laid down tight, covered with iron or felt. We have been using felt. In the inside of the crib we use portable doors, between each two studding, made of any width of slats and 44 inches high. This 44 inch space starts at 30 inches above the floor, at the top of which we use a 1 x 6. These portable doors are numbered with a corresponding number below on the tight siding. They are taken out when emptying the crib and laid up overhead on top of 1 x 10 tie boards, until ready to refill the crib, when they are placed in position.

We have a crib of this style 12 years old, and it has never cost a dollar for repairs. We use no iron except nails. This style of crib costs about 5 cents per bushel, owing to the cost of lumber, but I think that it can be built at an average

Slats are nailed to these uprights to keep grain from falling thru opening to ground as is shown in Fig. A. When the bin is wide enuf to require middle studding to support the roof some are cribbed up on both sides, thus forming more ventilators.

When the bin is required for oats, shelled corn or wheat, the bottom of the ventilators are closed by placing a short board over the opening between the studding forming the ventilators. Or wire gauze could be placed over the cracks of the ventilators, to prevent the small grain from entering the ventilators; this would greatly benefit all damp grain. Heavy wire should be placed under the ventilators to make the bin rat proof.

In Fig. B is shown a cross section of the crib, with the dump car above on overhead track. The cribs are built far enuf from the ground to insure plenty of circulation of air under them and perfectly protect grain from the elements. Damp grain can be stored in these bins without spoiling, in fact the ventilation is claimed to be so good that the grain will soon be in condition for market.



## GRAIN TRADE OF THE LAKES.

The first exact record of the grain traffic of the lakes has just been issued by the bureau of statistics of the Treasury Department. The shipments from all American ports were 67,523,000 bushels; the receipts, 65,756,000 bushels, during the season of navigation prior to Aug. 1.

Chicago takes the lead with 30,651,000 bushels of all kinds of grain shipped; while Buffalo stands at the head of receiving ports with 53,473,000 bushels. Duluth ranks second among shipping ports, Milwaukee a close third, South Chicago fourth and West Superior fifth. Among receiving ports Erie, Pa., ranks second, Ludington, Mich., third, and Port Huron, Mich., fourth.

Duluth shipped more wheat and rye, Chicago more corn, and Milwaukee more

bushels of oats, no barley, and 149,000 bushels of rye.

The receipts at Buffalo were composed of 23,975,000 bushels of corn, 14,217,000 bushels of wheat, 12,431,000 bushels of oats, 2,058,000 bushels of barley, and 789,000 bushels of rye.

Erie received 3,432,000 bushels of corn and 643,000 bushels of wheat; Ludington, 1,610,000 bushels of oats and a few cargoes of all other grains; Port Huron, 1,470,000 bushels of corn, and some wheat and oats.

The total shipments of various kinds of grain by lake were 35,420,000 bushels of corn, 17,868,000 bushels of wheat, 10,858,000 bushels of oats, 2,573,000 bushels of barley, and 802,000 bushels of rye. It is estimated that these figures include 98 per cent of the whole commerce of the lakes, in grain.

## NEBRASKA CORN CRIBS.

When western corn reaches the terminal market and is graded lower than the shipper thinks it should be, he naturally makes a howl. It may have been fresh from the sheller, and the first of it was probably in good condition, but there may have been some of it in the crib that was damp and musty or covered with ice or snow. Of course this bad corn would cause the entire car to be graded low.

One of the most familiar sights in Nebraska and Western Iowa is the great number of corn cribs that line the railroad tracks at various stations. The majority of these cribs are not built with any idea of protecting the corn from rodents or the elements, but merely to have some sort of an enclosure, where the largest amount can be kept at the least possible expense.

In Fig. 1 of the accompanying cuts,



Nebraska Corn Cribs.

oats and barley, than any other port. The Duluth shipments were composed of 8,268,000 bushels of wheat, 544,000 bushels of corn, 425,000 bushels of rye, 168,000 bushels of oats, and 26,000 bushels of barley.

The Milwaukee shipments were composed of 4,604,000 bushels of oats, 1,995,000 bushels of corn, 1,978,000 bushels of barley, 553,000 bushels of wheat, and 118,000 bushels of rye.

South Chicago shipped 6,611,000 bushels of corn, 1,176,000 bushels of oats, and 323,000 bushels of wheat, from the beginning of navigation to Aug. 1.

West Superior shipped 5,239,000 bushels of wheat, 680,000 bushels of corn, 130,000 bushels of oats, 264,000 bushels of barley, and 60,000 bushels of rye.

The shipments from Chicago were composed of 24,421,000 bushels of corn, 2,733,000 bushels of wheat, 3,348,000

The Canadian traffic is not included, and consists almost entirely of wheat shipments from the Canadian Northwest thru Fort William, Ont. While the statistics given cover only the first half of the season of navigation yet a fair comparison is afforded of the importance of the different ports. A complete record of the entire season will be made public late this year.

Changes in crop conditions are frequent. A southern Illinois farmer early in the season considered his wheat ruined and in a condition to be plowed up, and sold the crop for \$100. After the crop was sold several times, once for \$250 and then for \$450, he bought back a part interest for \$575. The final yield was 20 bushels per acre on 460 acres and 23 bushels on 40 acres.

for which we are indebted to The Corn Belt, is shown the manner in which many of the cribs are built. These cribs, while they will answer the purpose for which they are intended, will not protect the corn, as they are open for the receipt of rain and snow, and it is easy for rats and squirrels to help themselves. At best there is little chance for the corn to improve in quality while so cribbed.

Some cribs are built as is shown in Fig. 2, which consists of poles stuck in the ground, and boards nailed on the inside. The nailing of the boards on the inside is the only commendable feature, as it prevents the sides of the crib from being torn off for kindling.

To keep cribbed corn in good condition, care must be taken to build cribs so as to keep out rain, snow and rats and at the same time allow a free circulation of air thru the corn.



## SEEDS.

When shipping seed always state the number of bags.

Will dealers please send a report on the clover and timothy seed crops in their territory.

Greeley Milling Co., Greeley, Kan., Sept. 15: Timothy is scarce and clover seed is a fair crop.

Recent reports to C. A. King & Co., from all the principal clover seed states, indicate that the crop is short.

Clover seed exports from New York were 460 bags for the week ending Sept. 10 and 959 bags for the week ending Sept. 17.

Toledo reduced the prices of bags Sept. 6. New Stark "A" are 16 cents, American, 14 cents. The inspector will value defaced or old bags.

The Emerson Seed Co.'s crops near Monroe, Neb., were damaged by heavy

tics; compared with 11,091,000 pounds during the corresponding periods of 1899 and 1898.

Exports of grass seed other than clover and timothy, for the seven months ending Aug. 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, were valued at \$43,186; against \$43,232 and \$55,548 during the corresponding periods of 1899 and 1898.

C. A. King & Co. write: Interior dealers who have consigned their seed have made the most thus far this season. Low grades have not advanced as rapidly as the futures. Do not forget this in buying. This is another season when prime promises to be scarce and it may not be advisable to sell futures as a hedge against low grades.

Michigan state crop report, Sept. 10: The crop of clover seed has been injured some by insects and in some places has not filled well. By some this has been attributed to the excessive rains. The

A seed dealer of Hamburg, Germany, writes: "One of our partners is traveling during the harvest time in Austria-Hungary and Russia and reports so far as follows: 'Red clover. First cut of red clover in Bohemia is a good one, small of grain, but of excellent color. Second cut will give as good a yield as there has not been for several years, and there will be fine seeds for export. The same refers to the Northern part of Hungary, while a total failure has taken place in the south of this country. No doubt most seed for export will arrive from the two districts named above. Regarding Russia, this country is too large and crop reports so different that nothing reliable can be said before next month.' It seems as if we will have to prepare ourselves for a reduction of prices as soon as the new crop begin to move; on the other hand are old stocks so entirely cleared out that a fluctuation may only be temporary. We don't think there will be interest to any extent for American clover, if present



Nebraska Corn Cribs.

rain Sept. 14 to the extent of \$2,000. The irrigation ditches overflowed.

Missouri's clover seed condition on Sept. 1 is differently reported. The state board of agriculture gives it as 71 per cent, while the Washington bureau makes it 78 per cent.

Timothy seed amounting to 8,432,000 pounds was exported during the seven months ending with Aug. 1, compared with 9,808,000 and 6,959,000 pounds during the corresponding periods of 1899 and 1898.

Flaxseed exports during the seven months ending Aug. 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, amounted to 10,618 bushels; against 127,586 bushels and 65 bushels, during the corresponding periods of 1899 and 1898.

Clover seed amounting to 13,557,000 pounds was exported during the seven months ending Aug. 1, as reported by O. P. Austin, chief of the Bureau of Statis-

prospect for a crop as compared with an average is, for the southern counties 74, for the central counties 79, for the northern counties 81, and for the State 76.

The acreage of clover seed compared with last year, as reported by the Department of Agriculture Sept. 10, was 69 in Ohio, 60 in Indiana, 72 in Wisconsin, 79 in Kentucky, 84 in Missouri, 92 in Illinois, 101 in Iowa, and 108 in Michigan. The condition in the various states is, Ohio, 40; Indiana, 58; Wisconsin, 62; Kentucky, 71; Missouri, 78; Illinois, 66; Iowa, 87, and Michigan, 78. The clover seed acreage shows a considerable shrinkage, only Michigan and Iowa, of the states in which the production of clover seed is of more than local importance, reporting an increased acreage. Except in the same two states, Iowa and Michigan, the condition on September 1 was below the average of the last eight years, the period for which statistics are available.

quotations are maintained. Buyers paid willingly 20 to 25 per cent. more for European clover last year, and the difference this fall will hardly be more than 10 to 15 per cent." C. A. King & Co., to whom the foregoing was addressed, say: This dealer has another guess coming on the interest of foreigners in American red clover. Better watch the exports.

The exports of malt, as compiled by O. P. Austin, chief of the Bureau of Statistics, for the seven months ending with Aug. 1, consisted of 174,000 bushels; against 275,000 and 296,000 bushels for the corresponding periods of 1899 and 1898.

It is said the Union Broom Supply Co. has effected an agreement with the large eastern broom manufacturers whereby the latter have withdrawn their buyers from the field and will obtain their supplies of broom corn until Oct. 1 from the trust.



## GRAIN CARRIERS.

Ocean grain freights are expected to become cheaper.

Rail shipments of grain from Chicago are comparatively light.

The Chesapeake & Nashville Railroad is to be extended from Gallatin to Nashville, Tenn.

The Duluth & New Orleans Railroad has completed grading between Nevada and Cambridge, Ia.

The contract has been let for extending the Shreveport & Red River Valley Railroad 15 miles to Alexandria, La.

The Chicago & Northwestern has completed surveys for 16 miles of road from Pelican Lake to Crandon, Wis.

Track laying between Cottage Grove and Richmond, Ind., has begun on the Cincinnati, Richmond & Muncie Railroad.

A big cargo of oats was taken out of Manitowoc Sept. 21 by the steamer Orlando M. Poe. The aggregate was 360,000 bushels, composed of 225,000 bushels of oats, 75,000 bushels of wheat and 60,000 bushels of corn.

The new St. Louis Steel Barge Co. launched its first steel hull, light draft, towing steamer Sept. 15. President Potter says the company will be ready to ship grain to New Orleans in October at a profit for 3 cents a bushel.

Grain shipments by lake from the Chicago district for the week ending Sept. 23 reach the unusually large total of 6,718,000 bushels, carried in 67 ships, or an average of nearly 10 each day. One-half was corn. The heavy shipments are continuing, a score of boats being under charter.

The Northern Pacific Railroad Co. has denied the request of the Walla Walla Commercial Club for reduced grain rates to the east. High freight rates on the Pacific Ocean have considerably reduced the price paid to the growers, and they desire a rate east over the transcontinental lines low enough to permit shipment by way of the Great Lakes. The Northern Pacific states that the amount of tonnage listed and en route for North Pacific ports is sufficient for moving the grain crop; that present conditions affecting charter rates are only temporary, and that doubtless they will soon reach a reasonable figure; that the probable result from any reduction in east-bound rates will be absorbed by the middlemen, and profit would not inure to the producer; that the theory of a combination among mill men, elevator companies, warehousemen and vessel owners advanced in the petition is fallacious; that the diversion of Pacific coast grain to eastern markets would be unfair to wheat growers in the Dakotas, Minnesota and other shipping districts along the Northern Pacific, resulting in a further and widespread demand for the lowering of rates, and finally that the railway company would not be justified in sacrificing its revenues in diverting the crop from its natural outlet, particularly where the change would be of no real benefit to the petitioners.

All railroads entering New York have formed a pool to divide the grain traffic. Frank Harriot, until recently general freight agent of the Erie road, has been appointed manager of the lake and rail grain traffic, and will announce to western shippers and all others interested the new rates east of Buffalo. Mr. Harriot has full power to change these rates from

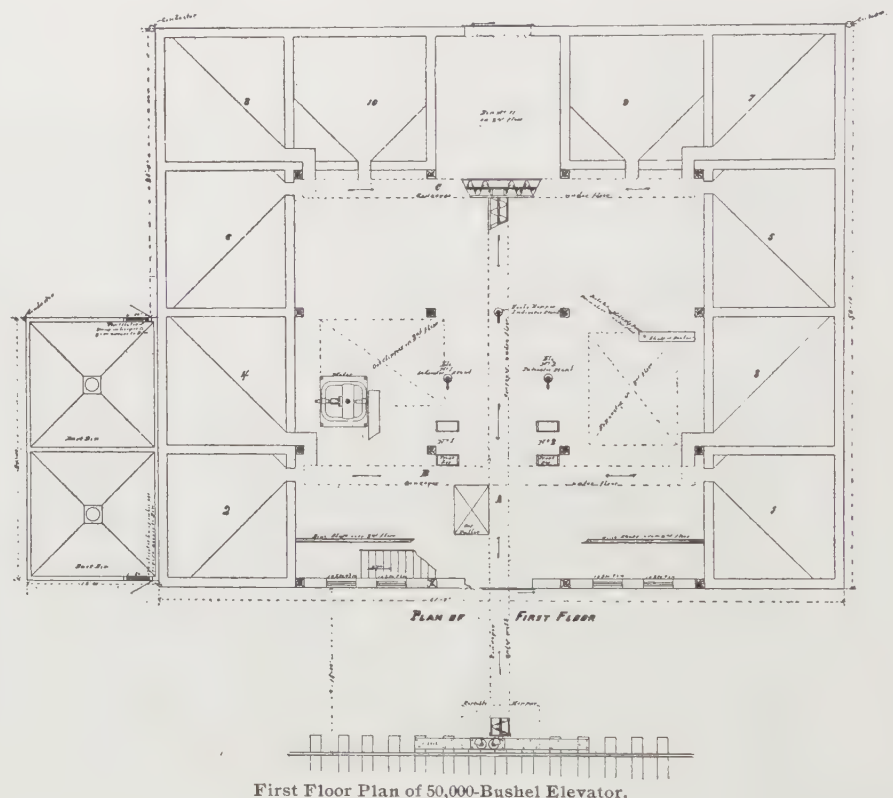
time to time, as the exigencies of the situation may require, and will, in fact, have autocratic control of the railroad and grain situation east of Buffalo. Under the new arrangement rates will be made by Mr. Harriot which will have to be lived up to, and the managers of the various roads will report to Mr. Harriot all contracts for grain shipments they make. With this information at his disposal Mr. Harriot will be able to check up the business of the various roads and will, when necessary, route the grain in order to keep intact the various percentages as agreed to. A payment of money from the pool to roads will be unnecessary, as any road not receiving its agreed share of the receipts will have diverted to it a greater portion of the traffic, and will itself collect its dues from the shippers. The New York Central and West Shore roads will receive about 55 per cent of all the lake and rail grain coming to New York from Buffalo, while the Erie will get 25 per

## PLAN OF 50,000-BUSHEL ELEVATOR.

The accompanying cuts show plan of the first floor, side and end elevations of a 50,000 bushel elevator designed by W. W. Lockwood, of Winfield, Kan., for Hanna & Leonard, Galveston, Tex. It was designed to cover a space 61 feet 8 inches by 50 feet 10 inches. The total height is 89 feet 10 inches. The storage bins are arranged on three sides of the elevator, and are 50 feet high, while the main working part of the house is 38 x 38 feet.

The house is so arranged that all machinery is controlled from the first floor. On this floor is located the electric motor, the car puller and power shovel drum, the indicator stands for the turn spouts at the elevator heads, hopper scale and the scale beams.

The second floor contains a No. 9 oat clipper and a No. 8 separator. The dust and clippings from these machines are blown into separate dust spouts, which



cent, leaving 20 per cent to be distributed between the Lehigh Valley and the Lackawanna in the proportion of 16 per cent for the Lehigh Valley and 4 per cent for the Lackawanna. The new condition absolutely abolishes all New York competition except to the small extent that the Erie canal may be called a competitor, and places the New York roads in a position where they only have to consider Philadelphia, Baltimore and Virginia ports in naming their rates.

Proprietors of country grain elevators will confer a favor on traveling grain receivers by hanging out a large sign visible from the car window.

The London Times, in its second special inquiry into the condition of crops in Great Britain, gives the condition of wheat at 90.8 per cent; of barley, 91.7 per cent, and of oats, 91.2 per cent. The condition of wheat is lower than since 1895, but on the whole, crops promise better than last year.

lead to Cyclone Dust Collectors over the dust bins.

The third floor is used for receiving bins, from which the grain is spouted to either the clipper or cleaner. On the fourth floor is located the hopper scale. Under the scale is a distributing spout, which is controlled from the first floor, so the grain can be spouted to a car or any of the receiving bins from the hopper scale. On the fifth floor are the two elevator heads and two distributing spouts, from which the grain can be spouted to all the storage bins or car.

The power is furnished by an electric motor, and is transmitted direct by belt to a line shaft at the top of the second floor. From this line shaft the power is distributed to cleaners, clippers, car puller and conveyors by a rope drive. Under the first floor are located six 16-in. spiral conveyors, all of which terminate at the elevator boots. These conveyors are so arranged as to take the grain from all of



the storage bins and the receiving sink at the car tracks.

By giving the plans careful study one will notice that the house is conveniently arranged and all available space well utilized. Mr. Lockwood says that sometimes the first cost of elevators he builds is more than what some others cost, but that they are so arranged they can be operated at a minimum expense, which makes them the cheapest in the long run.

#### METHOD OF DETECTING TRANSPOSITIONS IN ELEVATOR ACCOUNTS.

No one is infallible, all are liable to make mistakes, and one of the most common mistakes made by those handling accounts, is the transposition of figures.

would be nine bushels. By using the common multiplier for oats, which, as stated, is 8, and multiplying it by 7, the first right hand figure of the bushels columns of the number 887:04 we get 56. Now 6, the last figure of the product, is not the figure on the right in the pounds column, so we take the second figure in the bushels column as a multiplicand and get 64 for a product. The first figure on the right of the product is the same as the first figure on the right in the pounds column, which proves that 7 and 8 were transposed. If the amount had been recorded 878:40 the transposition could have been detected just the same.

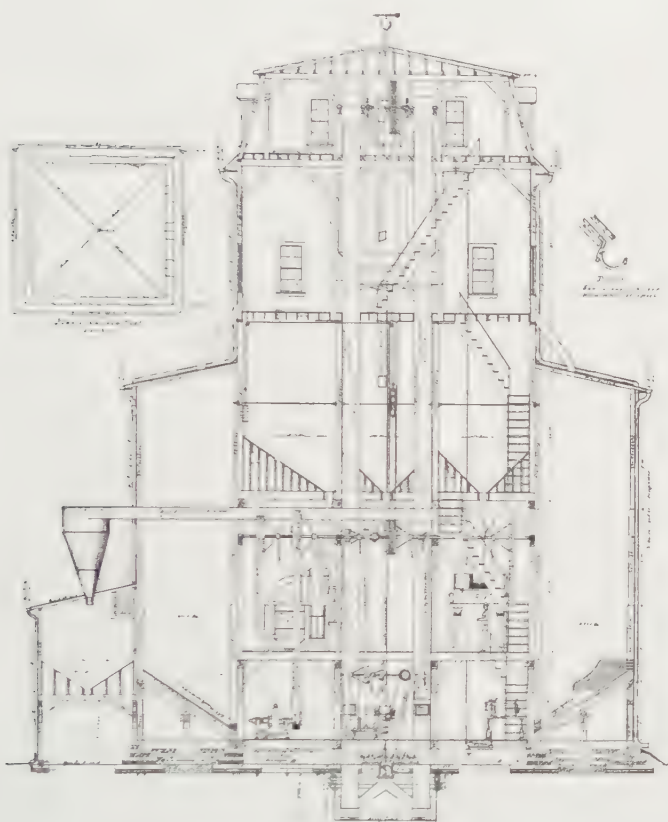
The exports of beans and peas for the seven months ending with Aug. 1, as

#### LIVE WIRES HUNG ON NAILS CAUSE FIRES.

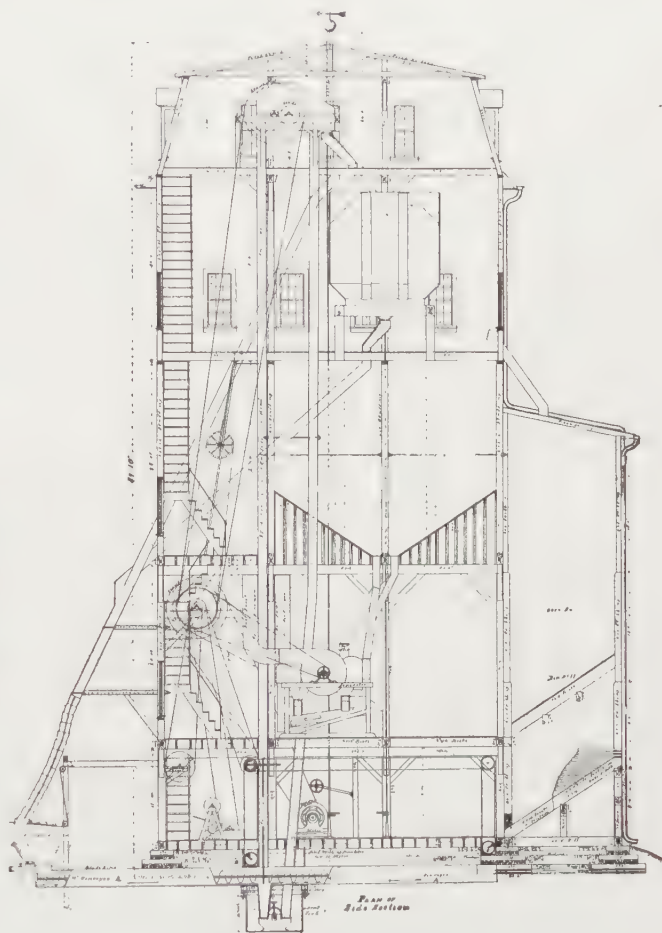
By G. W. G.

Elevator employes are persistently warned of the danger of hanging electric light flexible cords on nails or metal hooks. The warning is as persistently disregarded. This is a source of danger. When the insulation on the wires becomes worn the contact with the metal causes a short circuit, blowing out the fuse. A shower of sparks falls on the floor, and if no other trouble is caused a new lamp is in order.

The fire underwriters endeavor in every way possible to break up this practice. Where it is necessary to hang the lights in different positions wood brac-



End Section—50,000 Bushel Elevator.



Side Section—50,000 Bushel Elevator.

When a transposition does occur, it generally takes much time and careful checking to detect the mistake, unless there is some system employed to help find the error.

The following method for detecting the transposition of figures was discovered by a Chicago elevator man, who found that where the weighing is done on scales the beams of which bear but one notch for every two pounds, that by using 4 as a common multiplier for corn and rye, 2 for barley and 8 for oats, the transposition of figures used to indicate the pounds and those used to indicate any number of bushels up to and including 99 could be detected easily without referring to the original record. For example, if 878.04 bushels of oats was carried to the record book as 887:04 bushels, the error caused by the transposition of the 7 and the 8

compiled by O. P. Austin, chief of the Bureau of Statistics, have been 277,768 bushels; compared with 421,586 bushels and 394,987 bushels for the corresponding periods of 1899 and 1898.

Argentine wheat, while of good milling quality, is criticised by British millers owing to the gross admixture of other grains and refuse. The grain comes in small bags; a bag of bright, heavy wheat will be followed by one containing more barley than anything else, while others contribute plentifully of black oats. Chaff apparently forms the staple of some bags, and evidently not without design. Thus an excellent line of Plate wheat is burdened with a mass of rubbish, which entails no end of loss on shippers and sellers. Evidently there is abundant room for reform in the methods of wheat handling and shipping in Argentina.

kets should be provided, thereby sparing repeated warnings from the insurance men, averting the danger of fire and saving the unnecessary expense and trouble of putting in a new lamp.

Exports of breadstuffs during the eight months ending Sept. 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, included 58,739,000 bushels of wheat, 123,471,000 bushels of corn, 19,433,000 bushels of oats, 1,526,000 bushels of rye, and 9,659,000 bushels of barley; compared with 70,666,000 bushels of wheat, 129,640,000 bushels of corn, 23,443,000 bushels of oats, 4,198,000 bushels of rye, and 5,105,000 bushels of barley, during the corresponding period of 1899. The total value of all breadstuffs exported was \$153,164,000, compared with \$167,644,000.



# GRAIN TRADE NEWS.

## CANADA.

W. J. Lindsay, grain dealer of Brandon, Man., is ill with typhoid fever.

Mills Bros' warehouse at Kars, Ont., was burned recently with a quantity of wool and flour.

F. Phillips and W. L. Parrish have formed the firm of Phillips & Parrish to deal in grain at Winnipeg, Man.

The supply of wheat Sept. 8 at Fort William, Port Arthur, Keewatin, Winnipeg and interior points was estimated at 2,480,000 bushels, compared with 2,000,000 bushels a year ago and 500,000 bushels two years ago.

The delay in constructing elevators at Montreal is as much a loss to Mr. Connors as it is a disappointment to the Harbor Board. Mr. Connors has put up a deposit of \$50,000 of his own money as a guaranty of good faith. The death of Mr. Armour, of Chicago, who had promised to put a million into the scheme, was only one of the many unexpected mishaps that have developed.

The Dominion Government has been petitioned by the Winnipeg Board of Trade to equalize the duty on oats with that on oatmeal. This action was taken at the request of the oatmeal millers of Manitoba. The duty on imported oats from the United States is so high that it pays better to import the manufactured article than the raw material. The duty on oats is 10 cents per bushel, and on oatmeal 20 per cent.

The Canadian Pacific Elevator at Quebec, which was purchased some months ago by R. R. Dobell, has passed into the control of the Canada Atlantic Railway. The new Quebec line of the Canada Atlantic will be opened early next month with the shipment of 100,000 bushels of corn by Counselman & Co. from Chicago to Europe via Quebec. The grain will be loaded at South Chicago and transhipped from Depot Harbor, the lake end of the Canada Atlantic. Thence it will be taken by rail to Quebec, where it will go into the ocean steamer. A big trade for the line is predicted for next season.

## CHICAGO.

Board of Trade memberships are selling at \$1,900.

Finley, Barrell & Co. have discontinued their St. Louis office.

C. L. Daugherty's elevator at Matteson had its smokestack blown down during the recent storm.

H. H. Peters, of Bartlett, Frazier & Co., was sadly bereaved Sept. 17 by the death of his wife.

Hubbard, Whipple & Co., grain and stock brokers, have been succeeded by A. J. Whipple & Co.

Ware & Leland have opened an office at Duluth, Minn., with George K. Taylor as their representative.

The Chicago & Grand Trunk transfer elevator at Elsdon lost the larger part of its roof in the recent storm.

The National Elevator Co. has borrowed \$100,000 for five years at 5 per cent on its property in Archer avenue.

During the recent storm the Chicago & Danville Elevator had a large portion of the metal roofing carried away.

The Sibley Elevator at 35th street and Stewart avenue has resumed operation after a somewhat protracted idleness.

All Chicago dealers will take the Alton to Peoria meeting leaving Oct. 10, 11:30 p. m. in special sleeper. One fare and a third round trip.

The smokestack of the Michigan Central Transfer Elevator at Kensington was blown down Sept. 10, and immediately replaced with a new one.

The first car of new corn was received at Chicago Sept. 22, breaking all previous records for early arrival. It came from central Illinois, and graded No. 4.

Superintendent Peter Schmitt is running Alton elevators "A" and "B" night and day and expects to continue in full operation for an indefinite period.

Operation has been resumed at the St. Paul and Fulton Annex Elevators after a long period of idleness. Mr. Sinclair, an old employe of Armour & Co., is in charge.

The explosion of a pitch kettle in the brewery of the Independent Brewing Association started a fire that threatened to destroy the warehouse, but was subdued with comparatively slight loss.

Armour's elevator "F" on the south branch suffered from the recent gale, shingles from the roof being generously distributed in the surrounding territory. No time was lost in replacing the shingles.

Peter White, well known in Chicago many years ago, died Sept. 14 at Toledo, O. He was born in Ireland and came to America when 19 years old, and in 1860 engaged in the malting business with Doyle & Co.

Grain handling on Goose Island came to a standstill one day recently. A dredge collided with a 24-inch water main, causing the water to be shut off from the Armour and other elevators while the leak was repaired.

The Galena Elevator has recently been made a regular house. Extensive alterations and repairs are now about completed. One of the old boilers has been replaced with a new one, and all cleaning machines have been removed.

Automatic journal fire alarms have recently been installed in the McReynolds "A," Merritt, Calumet "A," "B" and "C" at South Chicago, McReynolds "B" at 16th and Wood streets, and Rosenbaum Bros' Elevator at Auburn Park.

The Santa Fe Elevator at Wood and 27th streets has been run day and night during July and August, unloading 100 cars daily, two crews being employed. During August 31 boats were loaded, thereby averaging one boat a day, Sundays included.

Rogers, Bacon & Co. now control both of the Grand Trunk Elevators at Elsdon. The firm recently assumed charge of the transfer elevator at that locality, formerly operated by the railroad company, and will expend considerable money on much needed repairs.

In entertainng a party of capitalists and business men from their native land the

Danish residents of Chicago treated the visitors to a tour of the Armour Elevators, thru which they were shown by Karl Kolle, who has been connected with Armour & Co. for many years.

The outer south wall of the National Elevator has been rebuilt while passing of 40 to 80 feet, all anchors being replaced with new ones. The brick wall had fallen out on account of the wind getting between the bins and wall. The dock is being rebuilt by the Lydon & Drews Co.

Part of the cargo of the steamer W. P. Ketcham was damaged while passing thru the new channel near Cardinal, in the barge Alice. When towed back to Kingston 2,600 bushels of the grain in the Alice was found to be wet. The cargo was shipped by the Richardson Co. from Chicago.

Edward L. Bradbury, a broker on the Open Board of Trade, appeared before Justice Martin Sept. 12 to answer to a charge preferred against him by four young women clerks at Siegel, Cooper & Co.'s, who had given him \$20 to invest. The case was dismissed upon Bradbury promising to return the money.

The grain steamer S. S. Curry, while attempting to pass thru the draw at Taylor street recently, became wedged in so tightly that three tugs and three locomotives could not extricate it. No current was flowing in the river, and the stage of water was high. The boat was too large to pass thru, being 45 feet beam.

The Fitchburg, formerly known as Hill's Elevator, Mrs. Hill, owner, will change ownership during the present month. This property, which is located at Stewart avenue and 39th street, will pass into the hands of the Lehman estate thru foreclosure of mortgage. The present occupants are the Williams Grain Co.

Zorge & Schwartz, the present proprietors of the American Corn Mills, formerly known as the Wolf Maize Mills, at 80th and Wallace streets, have made extensive repairs and placed new machinery. This plant has storage capacity for 50,000 bushels, and milling capacity for 3,500 bushels, with good railroad facilities and water supply.

The suggestions of Inspector S. H. Stevens for the exact and practical grading of grain in a national (non political) system, have been approved by the directors of the Board of Trade, who have requested its delegates to present to the National Board of Trade a system of grain and seed inspection, and ask its co-operation to the end that its terms become national.

The directors of the Board of Trade have decided that when trades are made on a c. i. f. basis after hours the futures can be surrendered the following day up to 11 o'clock, and will be considered a part of the cash trade, no extra brokerage to be charged, as in the case when trades are made during regular hours and the futures not surrendered until the following day.

The Cleveland Telegraph Co. has filed a bill in the Circuit Court alleging that Oscar M. Stone and George Hoyt are stealing the quotations from its wires and supplying them to a dozen local bucket shops. An injunction restraining such theft is asked. Judge Kohlsaat ordered that the various defendants appear in court Oct. 1 and show cause why the injunction should not be granted.

The Wabash Elevator has commenced work after a lengthy idleness. Considerable money has been expended recently by the Wabash Railroad in improvements



and repairs. The bin anchors were let down from 6 to 9 inches in the outside brick walls. Two outside iron ladders and standpipes were erected, one at each end of the building. All the exterior iron work has been repainted. At an early date the dock will be rebuilt.

President Warren has appointed Charles L. Raymond, Walter C. Hately, L. M. Bodman, W. H. Chadwick, J. Ogden Armour, Z. R. Carter, Charles Counselman, R. G. Chandler, George W. Patten and Charles L. Hutchinson a committee to solicit subscriptions for the Galveston flood sufferers. About \$6,000 has been collected on the Board. Mayor Jones, of Galveston, telegraphed his acknowledgment of the Board's prompt and generous assistance.

Rogers, Bacon & Co. are building a 2-story addition to their elevator at Harvey, and will build up the cupola an additional 16 feet. The working capacity will be doubled, garners placed above the scales, boiler and engine house rebuilt and enlarged for an additional boiler, 16 feet by 66 inches, and a Corliss engine of 200 h. p. The estimated cost is \$10,000. J. Wilson, for 10 years freight agent for the Grand Trunk Railway, has been engaged as superintendent.

E. A. Lord & Son have recently taken possession of Fox & Bowerman's elevator at South Chicago, Mr. Bowerman retiring on his laurels. The new firm has put the plant in thoro working order. New screens have been placed on all windows, the building has been repainted, machinery overhauled and a new iron stack placed on the boiler house. The installation of new grain cleaning machinery is contemplated. The old name, Bowerman, has been obliterated and the plant rechristened the Oxford.

Timothy Sammons, superintendent of the Rock Island Elevators, died Sept. 18 of Bright's disease. He was born in Chicago 58 years ago, and in 1869 was employed at the Rock Island elevator as weighman for the firm of Munn & Scott. His attention to business won him promotion, and he became superintendent for Flint, Odell & Co. During his long connection with the grain trade he made many acquaintances, who learned to esteem his sterling character. A wife and nine children survive him.

George Dieterich, an employe of R. P. Fish, grain commission merchant on the Board of Trade, is charged with having forged a check for \$4,000. He signed the name of a customer to a check in favor of his own firm, it is said, and deposited it at the bank to the credit of his employer. Dieterich's friends allege that the check was genuine, that he was sent by his firm to cash the check, and did not know any irregularity. It is said that the customer, Addison R. Warner, had trouble with Mr. Fish a month previously in settling his account, and brot the criminal charge to get his money back.

A very small proportion of the elevators of Chicago and Cook County is equipped with passenger elevators. Those containing this luxury are Armour "A," at Hooker and Rees streets; Armour "C," at River and Joy's canal; Armour "D," Morgan street and North Branch; Armour "E," 16th street and South Branch; Armour's Minnesota, Wood street and North Branch; Calumet Grain & Elevator Co.'s "A," between 102d and 103d streets, South Chicago; Merritt's "A," 97th and 98th streets, Calumet River, South Chicago; Peavey's "A," between 102d and 103d streets, South Chicago;

and Rosenbaum Bros.' Belt Line Elevator at Gale and 85th streets.

The semi-annual report of S. H. Stevens, inspector and registrar of flaxseed, shows clearly that the changes in the flaxseed inspection rules made a year ago have been a benefit to the trade. The grades of No. 1 Northwestern and No. 1 Flaxseed correspond to the bulk of the best commercial crops of the Northwest and the Southwest. During the year the flaxseed inspection committee has not been called for the correction of error. Inspector Stevens has eliminated as far as possible human liability to errors of judgment. The percentage of impurity permissible in each grade is definite. The grading is positive and correct.

The trial of Lloyd J. Smith on the criminal charge of having shipped grain out of a public elevator contrary to law is proceeding in the courts. His hearing before the directors of the Board of Trade has been postponed until Oct. 2. Mr. Smith has many friends who confidently expect his acquittal. He began his Board of Trade experience as settling clerk for Shaffer & Co., at the age of 19, and in a few years held positions as bank clerk and in a grain elevator, becoming a member of the Board in 1887. He acted as a broker until Oct. 1, 1888, when he was employed by Charles Counselman to manage the Santa Fe Elevator & Dock Company. From his connection with the Chicago Elevator Co., in 1890, he earned \$800,000 in dividends for the eastern capitalists who held the stock. He is comparatively a poor man, and no one accuses him of having mismanaged the concern for his own profit. One of Chicago's ablest attorneys is conducting his defense.

Steg Bros.' new elevator at Matteson is rapidly nearing completion. The plant is on the E. J. & E. R. R., with ample switching and railroad facilities. The building is a substantial frame, ironclad, with stone basement and stone piers; size 36 x 48 feet, 92 feet to roof of cupola. The boiler house is ironclad and contains a 60-in. x 16-ft. tubular boiler, 100 h. p. Erie Engine, 2 Cyclone Dust Collectors on roof, and the refuse is burned under the boiler. The equipment of the elevator includes modern cleaning machinery, car puller, shovels, 2 elevators and wagon dump, all on first floor. The 12 bins have 50,000 bushels capacity, and the working capacity is 30,000 bushels. Above the bin floor are the scale and garner floors, the cupola being two stories high. A well furnishes an inexhaustible supply of good water to the standard force pump. A 2-in. standpipe goes thru the floor to cupola and 2-in. hose connections are to be installed. A 1-story detached frame shingle-roof office building, with an addition for scales, completes the plant.

Quotation and telegraph matters are moving slowly. The directors of the Board have approved the contract with the new company, the members having voted unanimously Sept. 14 in favor of the proposition. The agreement provides for the construction and equipment before Dec. 31, 1904, of an efficient, first-class telegraph system connecting the exchange hall of this city with those of Peoria, Indianapolis, St. Louis, Omaha, Sioux City, Kansas City, Minneapolis, Duluth, Milwaukee, Toledo, Cincinnati, Detroit, Philadelphia, Baltimore, Boston, Buffalo and New York, which shall be operated for a period of twenty-five years at rates not exceeding those established by the Western Union and the Postal, the Chicago and Milwaukee company to

establish the rate between here and Milwaukee. There is to be an annual rental of \$5,000 for 1,200 square feet of floor space, the lease to be void if the Exchange Telegraph company transfers its rights in any way. The contract on quotations covers a period of twenty-five years. For this length of time the Exchange Telegraph is to receive continuous quotations of the Board of Trade and distribute the same in authorized directions only, agreeing to keep them out of bucket shops. The board will be paid \$2 a month for each subscriber served outside the city and for other than continuous quotations 75 cents a month.

A serious accident befell Chris Eck, foreman of the Chicago & Grand Trunk Transfer Elevator at Elsdon, recently. The power shovel failed to work, and while remedying the defect, it suddenly started, the rope at the same time taking a turn around the leg of the unfortunate foreman. He was dragged up to the shafting and his leg drawn in between the drum and frame, crushing it out of all semblance to shape below the knee. His fellow workmen ran to his assistance and hastily constructed a temporary scaffold and supported the sufferer while endeavoring to extricate him. He was suspended in this critical position for some 30 minutes, and after superhuman efforts, was finally released, his leg falling off at the knee. The company's local physician, who had been hastily summoned, temporarily bound up the limb and he was placed aboard a special train that was in waiting, having been sent up with all possible dispatch by the railroad, and conveyed to Mercy Hospital, where the attending physician found it necessary to amputate the limb some six inches above the knee, owing to the crushed condition. Cuticle 4 x 8 inches was cut off the uninjured limb and grafted on the wounds to cover the severe lacerations. Mr. Eck was conscious during the entire trying and painful period, and directed his rescuers in their efforts to release him. We are pleased to state that from late accounts Mr. Eck is doing well and is able to go out in an invalid chair. Whether the accident was due to carelessness or defective machinery we are not in a position to say.

## ILLINOIS.

William Ernst will build an elevator at Garlock, Ill.

M. H. Homering, Alpine, Ill., will build a small elevator.

C. T. Karr has bot the elevator of Clary & Payne at Le Roy, Ill.

W. N. Hogsett has retired from the grain business at Macomb, Ill.

The old elevator of McBroom & Wilson, at Geneseo, Ill., is being razed.

A. D. Rockwell, of Saybrook, Ill., has charge of the elevator at Paxton, Ill.

Masons are at work on the foundations for the new elevator at Ellsworth, Ill.

Edwin Felts, grain dealer, has removed from Crocker, Mo., to Chestnut, Ill.

M. J. Merryman has bot the grain elevator of Christy & Hough, at Griffin, Ill.

H. W. Augustus, of Paris, Ill., has retired from the grain business at that place.

Jones & Epps, of Barnes Crossing, Ill., will build an elevator of 90,000 bushels capacity.

The Harms Elevator at Victoria, Ill., has been rented by Anthony Seward, of Williamsfield.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.



The Middle Division Elevator at Charlotte, Ill., was burned Sept. 7, with about 25,000 bushels of oats.

W. D. Fairbanks, Blue Ridge, Ill.: I find the Grain Dealers Journal to be a very interesting paper.

W. H. Current has bot W. P. Lynch's interest in the elevator at Indianola, Ill., and is now running alone.

The semi-annual meeting of the Illinois Grain Dealers Association will be held at Peoria, Ill., Oct. 11.

New cleaning machinery is being installed in the oatmeal mills of the Stewart & Merriam Co., Peoria, Ill.

The Chillicothe Grain Co., Chillicothe, Ill., is having a house built over its scales and hereafter they will be protected from storms.

Howrey & Cuppy, Kemp, Ill., Sept. 14: Weather is fine. Corn is a good crop in this locality. Broom corn about all cut.

William McKeever, of Gibson City, Ill., has completed an elevator on his farm with machinery to handle 5,000 bushels per day.

The Forest City Oatmeal Mills at Morris, Ill., owned by C. Elerding, were recently burned. Loss, \$25,000. The plant will be rebuilt.

E. Baumgartner and Philip Kibler have formed a partnership in the grain and lumber business, with an office and scales at Cissna Park, Ill.

P. S. Peterson, Dickerson, Ill., Sept. 15: The corn crop here is better than I have seen it for years. Shocking will commence about Oct. 1.

Coon Bros., of Rantoul, Ill., will use a portable dump to load grain. Two granaries have been completed and work is progressing on the cribs.

F. M. Shaw, formerly superintendent of Armour "F" Elevator, at Chicago, is now located at Streator, Ill., and connected with Churchill-White Grain Co.

The old Star Elevator at East St. Louis, Ill., was burned recently. Loss, \$1,200. The house was a mere shell, the machinery having been removed years ago.

E. D. Risser, who conducts an extensive grain business, is also proprietor of the Ludlow, Ill., Leader, a local newspaper. The editor is Miss Halcyon Rolins.

Alcaner Dixon and others have been granted a franchise to build a large warehouse at Venice, Ill., for the new St. Louis steel barge line, in which he is part owner.

J. C. Collins, former grain dealer, is forming a farmers' stock company to erect an elevator at Tuscola, Ill., and conduct a grain business for the benefit of the producer.

J. E. Scanling, scoop shoveler at Newman, Ill., ships his grain to Cincinnati, usually billed to his order. Indianapolis receivers, it is said, have discontinued relations with him.

An explosion of dust destroyed the oatmeal mill of David Oliver at Joliet, Ill., Sept. 19. Loss, \$60,000; insurance, \$43,000. The plant had been completed only two weeks before.

D. A. Woodland writes that Ozie Harris of Harris & Wesch, Arcola, Ill., has purchased the elevator of the firm. Bone's elevator at Arcola has been purchased by John Wesch, of Harris & Wesch.

B. B. Boecker, Naperville, Ill., was in Chicago last week and reported that only about one-third of oats crop was stained. Largest crop of oats in 20 years. Corn a very big crop, as large as we ever had.

Geo. Terwilliger & Co., De Kalb, Ill., Sept. 13: About one-fourth crop of oats threshed before the rains, subsequent threshings of poor quality. Corn crop going to ge good; out of the way of frosts.

The new 500,000-bushel Halliday Elevator at Cairo, Ill., has been placed in operation. Its handling capacity is 50 cars daily, with facilities for river and rail shipment. The builder was J. S. Metcalf Co.

Abel Brooks & Co., of Bloomington, inform us that Brooks & Harrison have purchased the Nash-Wright Elevator at Stanford, Ill. A new 12-h. p. gas engine has been installed to run the firm's two elevators at that place.

Spring Valley, Ill., has lost its grain trade since the I. I. & I. Railroad began receiving shipments at Granville, as the dealers at the former place cannot afford to pay enuf more for grain to induce farmers to haul it there.

B. F. Traxler informs us that A. J. Hall has bot the elevator of Eugene J. Jones at Milford, Ill., and 65,000 bushels of stored oats for \$25,000, and will place J. B. Wilson, father of Mrs. Hall, in charge of the business.

W. D. Fairbanks, Blue Ridge, Ill., Sept. 15: Not much corn in the country, but the new crop is a big one. Good crops, good prices, make good times. Oats crop somewhat damaged by the heavy rains while in the field.

G. T. Burrell, of Chicago, has received the contract to build the elevator at Grant Park, Ill., for the new Holzman-Bennett Grain Co. The capacity will be 125,000 bushels, and the cost \$9,000. The machinery will be driven by a gasoline engine.

M. R. Thayer, Dawson, Ill., writes: Carrington, Hannah & Co. are building an elevator at Buffalo Hart, Ill., 12 miles northeast of Springfield, on the Illinois Central. Grain matters are slow here just now. Contracts for new corn are being made at 25 to 28 cents.

Government crop report, Sept. 18: Illinois—A good week for farm work and much plowing done; corn mostly safe from the frost, and much already in shock; dry weather in south portion injured corn less than was expected; considerable damage by high winds.

Advices from Minonk, Ill., Sept. 20, are that all previous records for this region in early corn husking have been eclipsed this year, as farmers have already begun gathering this year's crop. The yield is above the average, too, as it will be nearly 60 bushels to the acre.

Geo. Nicholson & Co., Henry, Ill.: We do not care to have the advertisement of elevator for sale continued, as we have had very favorable results from the same, and have several purchasers in view. The answers from the ad in the Journal, as compared with others, have been in the majority.

Thru D. A. Woodland, of Arcola, we learn that Howrey & Cuppy, of Kemp, Ill., are tearing down their old elevator and erecting a new one, 40 x 80 feet, 16 feet up to drive floor, with 30,000 bushels capacity. An up-to-date equipment of machinery is being installed by the Union Iron Works.

Grain dealers having elevators and warehouses along the Illinois River and the canals are interested in the plans of the Wallace Transportation Co. to bring new life to the river trade. Meredosia, Ill., is favorably situated to benefit by the change, being one of the best grain points

on the Illinois River located on the Wabash Railroad.

An elevator will be built at Sublette, Ill., for J. H. Eversole. The work will be in charge of A. H. Richner, Crawfordsville, Ind.

G. A. Pierson, of Orient, Ia., who has been traveling in Indiana and Illinois, says: The corn in Western Indiana and Eastern Illinois is excellent. Oats of this district are averaging 50 to 70 bushels to the acre. The prospects for a large crop of corn were never better, and 60 to 90 bushels to the acre are expected.

The Forrest Milling Co., of Cedar Falls, Ia., has bot the Baldwin Elevator at Dixon, Ill., and B. F. Lane's elevator at Ashton, Ill. John Forrest will have charge at Dixon and C. W. Hollingsworth at Ashton. For the Dixon property \$2,750 was paid. The company will buy oats to be ground into oatmeal.

Leon Euziere, of Manteno, Ill., will build a 100,000 bushel elevator at that place. Four steel tanks will be used for storage purposes. The equipment includes a cleaner. Steam will furnish the power with which to operate the elevator. The C. M. Seckner Engineering Co., Chicago, designed the elevator and has the contract for its erection.

T. P. Baxter, Secretary Illinois Grain Dealers Association, writes: The semi-annual meeting of the Illinois Grain Dealers Association will be held at Peoria, Ill., Oct. 11. A good program has been arranged. There will be day and evening sessions. A rate of one fare for round trip is available to all dealers on account of the Peoria Corn Carnival and Exposition which will be held Oct. 3 to 13. We want all regular grain dealers to avail themselves of this opportunity and be present.

J. A. Ellis, of Deer Creek, Ill., writes that the elevator formerly owned by W. A. Marshall and leased by Davis & Son, has been bot by Abel Brooks & Co., while Davis & Son will continue to run the plant as before. The firm of Abel Brooks & Co. is composed of Abel Brooks and Joe H. Smith, and has its headquarters at Bloomington. The elevator, which is located on the Lake Erie & Western, will be remodeled and enlarged and equipped with a car loader.

Tom Costello and wife, of Maroa, passed thru Chicago last week on their way back from a two months' outing in the Rocky Mountains. Mr. Costello is greatly improved in health, and says he feels twenty years younger. He is not a believer in a strenuous life for a grain dealer, and expects to return to the mountains each summer until he has the scalps of all the remaining lions, bears, elks and deer. He has a string of fish stories, which cause even his mounted brook trout to smile with incredulity.

## INDIANA.

An elevator is being built at Hillsboro, Ind., by a company.

Cal Baum of Sweetser, Ind., has bot a Richner Grain Feeder.

Sparks Bros., Princeton, Ind., Sept. 20: Big crop of corn here.

Geo. W. Myerly & Son have removed from Hobbs to Tipton, Ind.

Several Indiana dealers complain of shortages on grain consigned to Buffalo, N. Y.

Who are Payne & Stinson, the scoop shovel grain shippers of New Castle, Ind., selling?

A. B. Cohee & Co., of Brighthurst, have bot the elevator of McCormick Bros., at Burrows, Ind.



Samuel Finney of Marshfield, Ind., has ordered grain feeders of A. H. Richner, Crawfordsville, Ind.

Charles F. Payne, his son Edward Payne and J. E. Stinson are scoop shovel men at New Castle, Ind.

Whittaker & Jennings' elevator at Francesville, Ind., was burned Sept. 18, with 2,500 bushels of oats.

D. A. Gillespie & Co., of Logansport, Ind., inform us that they will put in a 34-h. p. Lewis Gas Engine.

Sparks Bros., of Princeton, Ind., inform us that Quick & Shoemaker are erecting an elevator at that place.

J. S. Barnes, formerly of Remington, Ind., has engaged in the grain and hay brokerage business at Frankfort, Ind.

Charles H. Lindner, of Valparaiso, Ind., will enlarge his elevator and put in machinery furnished by the Webster Mfg. Co.

George E. Moore, of Kingman, writes that E. W. Finch, of Veedersburg, Ind., is building an elevator at Stone Bluff, Ind.

F. O. Peckinpaugh is conducting a scoop shovel business at Oakville, Ind., giving the regular dealers of the district a lot of trouble.

Thornburgh Milling & Elevator Co., Martinsville, Ind., Sept. 17: Our wheat crop was very indifferent; our corn crop very magnificent.

Regular dealers will profit by joining and supporting the Grain Dealers National Association, which will meet in Indianapolis Nov. 20-21.

Ed. F. Koenemann & Co., a new firm, will build an elevator at Hoagland, Ind., and the business will be done thru S. Bash & Co., Fort Wayne.

Payne & Stinson are attempting to conduct a scoop shovel grain business in Henry County, Ind., receiving bids from receivers in eastern markets.

The Indiana State Fair has a fine exhibit of corn. The corn exhibit of the Paris Exposition is shown, with tableaux and unique figures made of ears of corn.

W. S. Fries has bot the interest of O. A. Newman in the Hancock Mills and Elevator at Greenfield, Ind., operated by Newman & Barnard. The new firm will be Barnard & Fries.

C. E. Nichols & Co., of Lowell, Ind., write that they have enlarged their elevator about 12,000 bushels this season. L. Keilman & Co., of that place, have put in new milling machinery.

A. Wolcott, of Wolcott, Ind., having sold his interests in the grain business, will devote his entire time to mining in Colorado. E. H. Wolcott will probably engage in the banking business.

H. J. Thayer, of Plymouth, Ind., will build a 20,000-bushel elevator near Plymouth. It will be operated by a gasoline engine. The C. M. Seckner Engineering Co. has the contract for its erection.

The only regular grain buyers that own or operate elevators at Covington, Ind., are Alfred L. Schulenberg and Harry Randolph, Jr. The latter has leased the elevator that was formerly operated by Tom Bodine, of Covington.

Jay Grain Co., Gilman, Ind., Sept. 21: Farmers have commenced sowing wheat and rye; only about one-half the acreage will be sown this fall. Prospects good for us to handle a large amount of corn, as the corn crop is a very large one.

Government crop report, Sept. 18: Indiana—Dry weather prevailed; gales on 11th injured corn and fruit; large crop of corn most all in shock; good tobacco

crop housed; potato and bean yields are fair; clover seed hulling continues, yield fair; pasturage dry.

The largest and most complete farm elevator in Indiana is that just built on the estate of John Harness, Ervin Township, Howard County. It is 60 x 30 feet, 24 feet high, has a capacity for 10,000 bushels, and cost \$15,000. It is equipped with elevating machinery.

Frank A. Rigsley, of Cottage Grove, Ind., who has a threshing machine and grinds feed for farmers, is putting up a building to handle corn, in connection. The only regular grain dealer at Cottage Grove is A. Gardner, who operates an elevator all the year round.

George E. Moore, Kingman, Ind., Sept. 12: The corn crop promises to be very large and the acreage is larger than usual in this vicinity. Stock feeders consumed the entire surplus of last season's crop and quite a quantity was shipped in. It seems now that we will have some to ship this year.

Sumner Randall is entirely out of the grain business at Avilla, Ind. His elevator has been leased to Strauss, Ackerman & Co., of Albion, who are the only buyers at Avilla, Albion and Cromwell, Ind. Mr. Randall now pays the farmers for grain bot at Avilla by Strauss, Ackerman & Co.

The Oakville scoopers continue to shout trust at the regular grain dealers and promise to pay more for grain than they can get for it. The receiver who handles their business assists an enemy of all regular dealers, and runs great chance of losing by overdrafts made by irresponsible parties.

John Auker, employed in Silver's elevator at Huntington, Ind., recently had his hand caught on an elevator belt and severely lacerated. The leg had become clogged and he put his hand in to clear away the obstruction. Fortunately the belt was loose and slipped on the pulley until his cries brot assistance. No bones were broken.

The board of managers of the Eastern Indiana Division of the Grain Dealers National Association, at the meeting at Muncie, Sept. 11, resolved that corn should be bot by the hundred pounds. The secretary was instructed to notify each county chairman of this action, he to be urged to confer with each dealer in his county and report immediately to the secretary.

Byron B. Brothers, who left his home at Goshen, Ind., Aug. 14, has been found by one of his creditors. He left owing \$6,000. In May his elevator at New Paris was burned, causing \$2,500 loss. He was elected to the city council May 8, and began to play the local bucket shops to regain his losses, with disastrous results. Borrowing all he could, he left town to recuperate, keeping his whereabouts a secret.

George E. Townley, of Fred P. Rush & Co., grain dealers of Indianapolis, Ind., died Sept. 18 of apoplexy. His sudden death was a shock to all his many friends. Just before his death the papers dissolving his partnership with Mr. Rush had been drawn up and were waiting for his signature. He was 59 years of age, and had resided at Indianapolis many years. At present Mrs. Townley and her daughter are traveling in Europe.

The directors of the Eastern Indiana Division of the Grain Dealers National Association at the recent meeting at Muncie, decided that there be three delegates selected from each county, at the county

meetings, or by the county chairmen, to attend the national convention at Indianapolis, Nov. 20 and 21. It was decided that the district chairman and secretary be delegates at large from this district. Every regular grain dealer will be urged to attend.

Stinson & Payne, the scoop shovel shippers of New Castle, Ind., have never owned an elevator at that place, not even a pair of scales. Their method of operating is to dip into the trade when the grain movement is large, making it easy to fill a car. When the rush was over they would not bid except on car lots, which they quoted at 2 to 3 cents higher than real value. They felt safe in bidding any price, knowing that the farmer could not supply a whole car.

The first meeting of the county chairmen of the Eastern Indiana Division of the Grain Dealers National Association was held Sept. 11 in the office of the High Street Milling Co., at Muncie, Ind. There was a large attendance and a good meeting was the result. All present reported the condition among dealers as much improved, and that they thought the corn crop would be handled at a profit. The Eastern Indiana Association will try to have more members in attendance than any other district at Indianapolis meeting, Nov. 20-21.

## IOWA.

A new grain elevator is talked of at James, Ia.

William Wilkie is a scoop man at Webster City, Ia.

E. Pankhurst has removed from Boyd to Farley, Ia.

Joseph McCoy, of Stanwood, Ia., has built an elevator.

Thomas Patton has succeeded Williams Bros. at Primghar, Ia.

Wasche Bros.' new elevator at Webb, Ia., is about completed.

Van Lowe is scooping grain at Lunts siding, or Lakewood, Ia.

Lewis Bros. are no longer in the grain business at Ainsworth, Ia.

All the alleged bucketshops at Sioux City, Ia., have been closed.

E. S. Correll is shoveling grain into cars at Adel, Ia., with a scoop.

A. Younger is trying to do a scoop shovel business at Grenville, Ia.

William Lang is attempting to do a scoop shovel business at Remsen, Ia.

W. P. Savage and L. B. Payne have completed their elevator at Gravity, Ia.

Bartlett, Frazier & Co. have bot the elevator at Onawa, Ia., of O. Overholt.

H. B. Stewart, of G. J. Stewart & Co., Chariton, Ia., was in Chicago last week.

Fred Hecht, Clarence, Ia., Sept. 21: Crops good; corn out of danger of frost.

M. Murray, of River Sioux, Ia., is trying to handle grain by scoop shovel methods.

One elevator firm at Correctionville, Ia., in one day recently paid out \$3,659 for grain.

Eggon & Larson are without regular facilities for the grain business at Thompson, Ia.

I. C. Russell, of Wiota, Ia., is looking for a location to engage in the grain business.

Ellingson Bros. are attempting to conduct a scoop shovel grain business at Ottosen, Ia.

G. C. Fanton, of Belle Plaine, Ia., has resumed business after rebuilding his burned elevator.

A new gasoline engine is being installed and repairs made at the elevator of the St.



Paul & Kansas City Grain Co., Hinton, Ia.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

E. F. Jockheck, of Stockton, will engage in the grain and stock business at New Liberty, Ia.

E. A. & F. D. Milligan have succeeded P. M. Vest in the grain business at Cooper and Winkleman, Ia.

A. H. Richner has recently received an order for a Richner Grain Feeder from G. H. Carter, Pekin, Ia.

A grain war is on at Cleghorn, Ia. On Sept. 21 wheat was bot at 69 1-4; oats 19 1-4; and barley, 43 1-2.

Miner & Co., of Cedar Rapids, are doing a scoop shovel business at Maxwell, Ia., thru Lunt & LaSalle.

T. Lacey has been placed in charge of the elevator at Spencer, Ia., for the St. Paul & Kansas City Grain Co.

V. Jester, late of Elkton, Minn., will buy grain at Altavista, Ia., for the St. Paul & Kansas City Grain Co.

The Nye & Schneider Co., of Mason City, has unloaded 15 cars of material for the new grain elevator at Hanford, Ia.

W. A. Smith is now operating the regular elevator at Missouri Valley, Ia., formerly operated by the Kinsella Grain Co.

A Hall Grain Distributor has been installed in the elevator at Aredale, Ia., by the Nye & Schneider Co., Mason City, Ia.

C. J. Hilland & Co., of Bode, Ia., inform us that S. O. Rossing has nearly completed a 25,000-bushel elevator at Otosen.

Major L. K. Page has bot the elevator at Ida Grove, Ia., of Gray & Babcock, and engaged Fergus O'Brien to take charge.

Squire Williams, of Perry, has removed from that place to Madrid, Ia., where he has bot the elevator of Charles Lawbaugh.

T. E. Malden and son, of Manson, Ia., were in Chicago last week and reported an immense crop of oats and corn for his district.

Lunt & LaSalle, of Maxwell, Ia., have no regular facilities for a legitimate grain business at that place, and are scooping the grain.

E. W. Sheldon & Co. are building an elevator at McPaul, Ia., and contemplate putting in two new wheat separators, one each at McPaul and Percival.

Farmers have rented a warehouse at Woden, Ia., and are in the grain business for the purpose of agitating prices, rather than to secure legitimate profits.

Geo. A. Romey, of Ashton, Ia., informs us that he has started in the lumber and grain business at Melvin, a new town on the Gowrie & Northwestern Ry.

The Wheeler Grain & Stock Co., of Pocahontas, Ia., which is building five elevators, contemplates equipping each plant with a corn shelling outfit.

The Des Moines Elevator Co. has bot the elevator at Rippey, Ia., of Mr. Neal and the one at Casey, Ia., of A. E. Noble, who will buy grain for the new owner.

Fred Southwick, buyer for the Northern Grain Co., at Renwick, Ia., says: I think every man in the trade is benefitted by taking the Grain Dealers Journal.

F. M. Webb is attempting to buy grain on track at Early, Ia. The regular dealers at that point are the Marfield Elevator Co., and the Interstate Elevator Co.

Sauer Bros.' elevator at Ida Grove, Ia., has been purchased by George W. King and his son, Leslie G. King, millers, who

will erect a building on the adjoining lots.

O. R. Savage has purchased for \$8,600 the elevator and grain business of R. K. Eby at Adair, Ia., and will run the plant in connection with his grain and lumber business.

A meeting of 25 members of the Iowa Grain Dealers Association was held at the Savery Hotel, Des Moines, Sept. 18, to discuss trade matters and become better acquainted.

Scoop shovel shippers are numerous at Clarion, Ia. They are F. C. Hartshorn, Young Bros., J. R. Robson, Clark-Harris Co., W. J. Soultz, C. E. Freeman and J. H. Lineberger.

A. J. McKinnon, of Aurelia, has succeeded Peter Amerman as buyer for the Trans-Mississippi Grain Co., at Battle Creek, Ia. Mr. Amerman has been employed by Smith & Co., of Ida Grove.

The Neola Elevator Co., of Chicago, an off-shoot of Armour & Co., which operates a line of elevators in Illinois, has filed its articles of incorporation with the secretary of state, to do business in Iowa.

George D. Clark, agent Western Grain Co., Cleghorn, Ia., Sept. 22: Heavy rains make threshing impossible, about half done; stacks damaged a good deal. Corn crop is excellent; are contracting for new corn at 25 cents.

Twelve grain elevators will be built along the Gowrie branch of the Chicago, Rock Island & Pacific Railroad by Chas. Counselman & Co., of Chicago, Ill. Each house will have 25,000 bushels capacity and cost about \$3,500.

George Salyers, of Strahan, Ia., has contracted for the machinery needed in rebuilding his elevator, which was recently burned. He will put in a 14-h. p. Foos Gasoline Engine made by the Foos Gas Engine Co., of Springfield, O.

The new elevator just completed at Stanhope, and considered one of the best if not the best in Iowa, was built for the Marfield Elevator Co., by S. H. Tromanhauser, contractor, of Minneapolis, Minn. J. F. Watson is the operator.

J. C. Lusch, Ackley, Ia., Sept. 15: Grain is turning out about as well as we expected, oats from 40 to 50 bushels per acre, wheat 15 to 25, and barley 30 to 40. Corn looks excellent, only broke down some in last Wednesday's storm; will yield 40 to 60 bushels per acre.

Government crop report, Sept. 18: Iowa—Heavy and killing frost in northern and light frost in central and southern sections on 17th; most of week favorable for farm work and maturing belated corn, which was nearly, if not all, safe on the 15th; pastures improved by rains.

P. L. Rivard will buy grain at Pocahontas, Ia., for the Wheeler Grain & Coal Co., and B. W. Jones will buy for Chas. Counselman & Co. at the same place. Both these firms have completed new elevators. Fritz & Fritz and Burns & Burns are in the scoop shovel business at that point.

G. A. Pierson and wife, of Orient, Ia., were in Chicago last week on their way home, after a month spent in Chicago and visiting friends in Indiana and Illinois. Mr. Pierson, who is a member of the 100th Regiment Illinois Volunteers, attended its annual reunion at Wilmington, Ill., and met many of his old comrades.

A local architect is drawing plans for a fine new office building, to be erected by the D. Rothschild Grain Co., atavenport, Ia. It will be of brick, 32 x 50

feet, and two stories in height. The building will include a reception room, private offices, sample room and accountants' room and will be both commodious and convenient.

J. E. Miller, of Green, Ia., is trying to do a scoop shovel business at Aredale, and N. A. Baxter, of New Hartford, is trying to do a scoop shovel business at Stout, which disturbs the markets at these stations and deprives regular dealers of legitimate margins. Regular dealers at Stout and Aredale are Northern Grain Co. and Nye-Schneider Co.

E. G. Simpson, of Marne, Ia., has bot a line of elevators on the Burlington, Cedar Rapids & Northern Railroad, and will make his headquarters at Iowa Falls, Ia. Mr. Simpson is an experienced grain dealer, and will also handle coal and live stock. The houses purchased are J. C. Jackson's elevator at Iowa Falls, R. F. Buell's elevator at Burdette and J. S. Smith's elevator at Robertson.

The Northwestern Iowa Grain Co., of Mason City, continues to widen the scope of its operations. Manager M. W. Lee has bot the elevator at Ventura of Reed, Harris & Co., the elevator at Clear Lake of F. J. Wells, and the elevator at Emery of Smith & Cole. The two latter are located on the Mason City & Clear Lake electric railway and are operated by electric motors. J. L. Welshans will have charge at Ventura, C. B. Tague at Clear Lake and E. L. Garner at Emery.

## KANSAS.

The Miller Grain Co. has begun work on its new elevator at Ashton, Kan.

J. B. Milus has sold his interest in the grain and coal business at Corwin, Kan.

J. D. Harpster has purchased the elevator and mill of N. B. Hieatt, at Willis, Kan.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

The French-Bennett Grain Co., Topeka, Kan., is shipping considerable wheat to Minneapolis, Minn.

Henry White, a farmer near Wellington, Kan., obtained the remarkable yield of 52 bushels per acre of wheat, machine measure.

The Novelty Elevator, at Bavaria, Kan., which was blown down recently, has since been demolished by the railroad company.

The Kansas state grain inspection department has applied the \$2,770 August surplus to cancel the deficit of preceding months, aggregating about \$5,000.

Government crop report, Sept. 18: Kansas—Corn nearly all safe from frost, cutting nearly finished, husking begun; wheat sowing more general, some coming up.

A. F. Hatfield, of Rome, Kan., contemplates erecting an elevator at Clyde, Okla., and has applied to the Santa Fe Railroad for permission. Clyde has no elevator at present.

F. W. Melvin, agent for the Kerns Grain Co., Galva, Kan., Sept. 18: Wheat will average about 17 bushels per acre; corn about one-third of a crop, too dry thru August and early in September for corn to fill out; oats good, but not a big acreage. Farmers will have to feed their oats, as corn is short.

James Butler, secretary of Walter H. Allen's Farmers' Federation of the Mississippi Valley, has issued a 40-page pamphlet to expose the "grain trust," which is called an octopus, an extortionate monopoly with slimy tentacles. The book



will be used as campaign literature by the Populist state central committee. Anything for office.

### MICHIGAN.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

Curtis Bros'. new elevator at Reed City, Mich., is being pushed to completion. The house will be 30 x 42 feet, and 65 feet high.

Caughey & Carran, of Detroit, Mich., have bot the elevator of George Cassidy at Standish, and will enlarge and operate the plant.

The Babcock Grain Co., of Reed City, Mich., is building an office to make more room for storage, their grain purchases being very heavy.

An elevator will be built in connection with the proposed 1,000-barrel flour mill of the new Great Lakes Milling Co., Sault Ste Marie, Mich.

Government crop report, Sept. 18: Michigan—Corn now generally safe from frost; buckwheat being secured; winter wheat and rye being sown.

McLane, Swift & Co., successors to G. L. McLane & Co., grain merchants of Battle Creek, Mich., do not operate the elevator at Union Mills, Ind.

The recent shipment of 100,000 bushels of wheat from Toledo to Port Huron, Mich., was an unusual proceeding, the grain commonly moving to seaboard instead of northward. The grain will be stored by the Botsford Elevator Co.

J. A. Jossman's elevator at Oxford, Mich., caught fire from a passing train Sept. 13. The flames were extinguished with \$15 damage to the building and the wetting of 600 bushels of wheat and 200 bushels of rye. The railroad company caused fire and should pay damages.

The average yield of crops in Michigan, as reported by Justus S. Stearns, secretary of state, is 7 bushels of wheat, 95 bushels of oats, 15 bushels of rye per acre. The condition of corn indicates 97 per cent of an average crop; of beans 82 per cent of an average. The shipments of wheat by rail from the various stations were 273,940 bushels during July, and the farmers' deliveries at elevators and mills during August were 461,000 bushels.

L. S. Hammond, who has become well and favorably known thru his 16 years' connection with the grain trade of Detroit, Mich., has associated himself with C. A. Burks & Co., of Detroit, and Decatur, Ill. The success of this firm, new to Detroit, is due to an extensive and intimate acquaintance with leading millers thruout Michigan, Ohio, Indiana and the southwestern winter wheat section, which is an excellent advantage in disposing of grain and procuring supplies of mill products. The same may be said as to hominy, feed, corn and oat products.

Fire at Port Huron, Mich., Sept. 13, destroyed the grain elevator, pea mill, cooper shop and sheds of the Port Huron & Northwestern Elevator Co., McMorran Milling Co. and D. McMorran & Co., in all of which Henry McMorran was the principal stockholder. The fire started in the motor room of the pea mill, and swept thru the five large buildings, consuming 100,000 bushels of corn and 60,000 bushels of wheat. Loss, \$225,000; insurance, \$205,000. The company has temporarily leased the small Sanborn Elevator, in which to conduct business. Mr. McMorran will not rebuild. In the past 20 years he has lost by fire \$100,000 more than insurance

received. The elevator was burned to the ground five years ago. Its capacity was 225,000 bushels. The heat radiated from the mill made the iron covering of the elevator red-hot, and the spread of the flames was also facilitated by the spouts leading from the elevator to the mill and other buildings.

### MINNESOTA.

Morse & Sammis have succeeded the Morse Grain Co., Minneapolis, Minn.

E. S. Nolan, an old-time grain dealer of Grand Meadow, Minn., died Sept. 12.

The Northwestern Elevator Co., Minneapolis, has opened an office at Duluth, Minn.

Shippers on the Minneapolis & St. Louis Railroad are complaining of car shortage.

The construction of an elevator at Bongard station, near Norwood, Minn., is proposed.

Burt Sawyer, son of the late A. J. Sawyer, died at the St. Peter asylum for the insane on Sept. 8.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Monson & Gerber, of Buffalo Lake, Minn., are enlarging their flat house and equipping it with an elevator.

The Marshall County Elevator Co. has been incorporated at Warren, Minn., by farmers. Capital stock, \$50,000.

T. McMichael & Son have placed a new 5-h. p. Coffield Gasoline Engine in their elevator at Lake City, Minn.

Walter D. Douglass is said to have purchased a large interest in the large new linseed oil mill of E. C. Warner at Minneapolis, Minn.

The Interstate Grain Co. has opened its elevator at Gibbon, Minn., which has been closed nearly a year, with J. E. Peterson in charge.

Allyn Bros. are no longer in the grain business at Madison Lake, Minn., having sold their elevator to the Sheffield Milling Co., of Faribault.

A 25,000-bushel elevator equipped with cleaning machinery has been completed at Minneota, Minn., in connection with the flour mill of A. C. Jones.

The Barnett & Record Co. has received the contract to build an addition costing \$200,000 to the plant of the Minneapolis Brewing Co., Minneapolis, Minn.

The Farmers' Elevator Co., of New Richland, Minn., has bot the elevator of Babcock Bros. & Campbell for \$4,500, which is considerably less than it cost to build.

The elevator at Waseca, Minn., which was recently bot of W. D. Armstrong by Everett, Aughenbaugh & Co., millers, was burned Sept. 9. It was empty. Incendiarism is suspected.

A car load is defined by the new rules of the Minneapolis Chamber of Commerce to consist of 800 bushels wheat, 800 bushels corn, 1,200 bushels oats, 700 bushels rye, 800 bushels barley and 700 bushels flaxseed, all net.

The assessments on all grain elevators at Duluth, Minn., has been raised one-third by the state board of equalization, on the ground that these large properties are taxed too low, compared with the country elevators.

Jacob Dols writes that the Exchange Grain Co., of Minneapolis, Minn., has bot at auction the farmers' elevator at Buffalo Lake, Minn., for \$2,830. A new gasoline engine has been put in and other improvements are being made.

The Duluth Elevator companies, which have had an agreement to buy their grain thru Duluth commission firms, for the past two years, are said to have canceled the arrangement, and to be placing their orders at Minneapolis and elsewhere.

Government crop report, Sept. 18: Minnesota—Threshing practically stopped by rains; wheat in shock and some stacks seriously injured by continued dampness; late flax being cut; corn cutting nearing completion; plowing progressing except where too wet; frost of 17th probably injured late uncut flax.

The Exchange Elevator at Bird Island, Minn., was burned on the night of Sept. 5, just after repairs had been completed. Loss, \$2,000. The owners, H. Poehler & Co., of Minneapolis, Minn., have awarded the contract for the construction of a 20,000-bushel house on the same site to Honstain Bros. The plant will be a modern one equipped with a gasoline engine.

The Farmers Store Supply Co. has been incorporated at Minneapolis, Minn., with 50,000 capital stock, to establish country stores at Gibbon, Minn., and other points in the northwest. Incorporators, Fred B. Wells, of F. H. Peavey & Co., C. E. Wenzel, of the Interstate Grain Co., H. F. Douglass and E. E. Mitchell of the Great Western Elevator Co., and E. L. F. Welch.

The Atlas Elevator at Redwood Falls, Minn., which was destroyed by fire about a month ago, was burned for the fourth time within six years. That it was destroyed by an incendiary there is no doubt. Skilled detectives have been trying to find some clew as to who are the guilty parties. The elevator will not be rebuilt, as it is evident that some one is bound not to let the company operate at this station. In cases of this kind cement or steel elevators would surely be profitable investments.

The annual report of State Weighmaster Moors, at Duluth, Minn., shows that the grain receipts at Duluth during the fiscal year ending Sept. 1, amounted to 71,887,000 bushels of all kinds, while the shipments were 62,862,000; a falling off in receipts of 31,990,000 bushels, and in shipments of 25,585,000 bushels, compared with the preceding year. Receipts of flaxseed were 9,000,000 bushels. The shortage on grain cargoes arriving at Buffalo from Duluth has diminished from 35 pounds per 1,000 bushels in 1894 to only 8 pounds per 1,000 bushels in 1900, up to Sept. 1.

### MISSOURI.

Kansas City grain men have subscribed over \$600 to the Galveston relief fund.

Since the grain movement to Kansas City has fallen off the car shortage in the southwest has been abated.

M. B. Sherwood, Brashear, Mo.: Trade is very brisk here. Crops are yielding fair and price for farm products remains firm.

The Brokers Grain Co., Kansas City, Mo., will vote Oct. 20 on a proposition to increase the capital stock from \$10,000 to \$25,000.

M. B. Sherwood, proprietor of the elevator at Brashear, Mo., contemplates putting in a set of burrs, sheller and gasoline engine.

S. C. Woodson has bot the interest of A. McKenzie in the Moore Grain & Elevator Co., Kansas City, Mo. Mr. McKenzie will operate the Kaw Elevator.

G. A. Frerking, Corder, Mo., Sept. 18: We have raised a fine crop of soft red winter wheat testing from 60 to 63 to the



bushel, nice, plump and in the finest condition.

A large quantity of stone and lumber has been obtained in the wrecking of the Union Depot Elevator at St. Louis, Mo. The work of removing the plant is about finished.

Mr. Seavers, of the Midland Elevator Co., Kansas City, Mo., reports business in Kansas so good they are unable to handle all the grain coming in, not having enuf cars or elevator room.

The United Elevator & Grain Co., of St. Louis, Mo., has elected the following directors for the ensuing year: J. B. M. Kehler, Peyton T. Carr, H. F. Langenberg, W. C. Ellis and H. A. Haussler.

O'Ferrall & Haney, Canton, Mo., Sept. 20: Wheat crop was fair; oats crop good; hay crop good; corn not quite an average, owing to drouth late in the season. Just had nice rains, so that now wheat sowing can commence.

M. B. Sherwood, Brashear, Mo., Sept. 18: Corn crop in Adair County only three-fifths. Recent rains in northeast Missouri have started plowing and seeding. Very little wheat sown this fall. New corn is selling for 30 to 35 cents in many counties.

Catron & Pelot, Blackburn, Mo., Sept. 17: We will have a fair crop of corn in Saline County. Our wheat crop was better this year than it has been for the past three years, and of good quality, some weighing as high as 63 pounds to the bushel.

Creditors of the Woodson-Young Grain Co., St. Louis, Mo., have filed a petition for the distribution of the assets in bankruptcy. The claims are: J. H. Teasdale Commission Co., \$580.42; D. R. Francis & Bro. Commission Co., \$527.68; P. B. Williams Grain Co., \$830.19; J. B. Booth & Sons Commission Co., \$1,238.66; Morton & Co., \$273.95; Charles P. Burr & Co., \$1,363, and Ballard, Messmore & Co., \$455.48.

The Missouri state crop report places the decline in the condition of corn since Aug. 1 from 96 to 78. While drouthy conditions have been prevalent all over the state, rain fell in some localities before excessive damage resulted, while in others the yield was materially reduced. In the most favored sections, corn planted late, or on ground wanting in fertility, or where proper cultivation had been neglected, was seriously injured.

Several leading members of the Kansas City Board of Trade have brot a suit in equity in the circuit court against the Missouri Pacific Railroad Co. to enjoin that road from discriminating against Kansas City in grain rates. For example, the thru rate from Crete, Neb., to St. Louis is 16 cents per 100 pounds, made up of 9 cents to Kansas City and 7 cents from the latter to St. Louis. The local rate from Crete to Kansas City is 11 cents. Whenever grain en route to St. Louis is stopped over at Kansas City the company exacts the additional two cents, to the great disadvantage of the Kansas City dealers.

### NEBRASKA.

M. Fritzson has removed from Belden to Randolph, Neb.

A third elevator is to be built at Odell, Neb., by H. R. Joy.

The fourth elevator for Wausa, Neb., is being erected by Fred Uehling.

The Omaha Elevator Co. is considerably improving its plant at Blue Springs, Neb.

The Kinsella Grain Co.'s elevator at Colon, Neb., was recently burned. It will be rebuilt at once.

H. J. Roberts has bot the elevator recently built and operated by J. N. Ainsworth at Deweese, Neb.

Abbott & Kimball, of Big Spring, Neb., inform us that they have sold their grain and coal sheds to Frank Dorn.

Among the improvements added to the Peavey Elevator at Blair, Neb., by Manager A. C. Jones, was the installation of a Hall Grain Distributor.

Work has begun on the addition to Van Buren's elevator at Shickley, Neb. The addition will be 26 x 26 feet, and will increase the storage capacity to 30,000 bushels, and the loading capacity to 20 cars per day.

H. J. Roberts, Deweese, Neb., Sept. 21: A heavy rain a week ago has put the ground in fine condition for wheat sowing, and farmers are increasing the acreage over last year. Wheat moving to market very slowly. Oats a light crop and corn will hardly fill the local feeding demand.

William Craig, of the Omaha Elevator Co., Blue Springs, Neb., writes that O. Patten has bot the interest of Mr. Schenberger in the elevator of Blythe & Schenberger, and the firm now in Blythe & Patton. A. Schenberger has bot the old Brown Elevator and made some necessary improvements.

Government crop report, Sept. 18: Nebraska—Week wet, with about normal temperature; haying and threshing retarded by rain; ground too wet for seeding in some eastern counties, but generally seeding has progressed favorably; early sown wheat up and growing well; large acreage of wheat being sown.

William Craig, Blue Springs, Neb., Sept. 12: Gage County was visited by a copious rain Sept. 10, which put the soil in best of condition for wheat seeding, which will cover a large acreage. Corn crop will also be somewhat benefited. Considerable 1899 corn in the vicinity of Blue Springs is in the hands of farmers.

F. C. Carpenter, Arapahoe, Neb., Sept. 17: Wheat made about 7 bushels; oats were not threshed; a little corn in spots, but small ears and poor quality. A long drouth, with chinch bugs and grasshoppers made sad work. Stock looking well, the pastures were cut short in January. Farmers sold all the hogs that they could get rid of. These dry years make people restless, and they are ready to move to any part of the globe. Colorado seems to be the favorite spot just now.

Crop report No. 6, issued Sept. 6 by A. H. Bewsher, secretary of the Nebraska Grain Dealers' Association, estimates the wheat crop at 37,748,000 bushels. Of the previous crop 1,146,000 bushels has been carried over. Sixty of the correspondents were of the opinion that wheat would move freely, while 322 gave a negative answer; the reasons ascribed for this were principally that farmers expected higher prices. A few, where the crop was light, claim that all will be used for home consumption. These latter all came from the southwest and northwest divisions. Oats crop, 33,486,000 bushels, 2,198,000 carried over. The movement will be slow. Corn condition promises 181,000,000 bushels.

### OUR OMAHA LETTER.

L. T. Brookings has sold his house at Funk, Neb.

S. S. Griffin succeeds H. B. Hoyle at Martell, Neb.

J. W. Knight has succeeded H. Ossenkopp at Walton, Neb.

W. J. Hynes, of Hastings, has bot an elevator at Cook, Neb.

Wellford Grain Co. has succeeded W. A. Tarbell at Marquette, Neb.

D. W. Sturgeon has succeeded Upton & Bleckentoff at Armour and Tate, Neb.

J. D. Howard, of Howard Bros., Edgar, Neb., was a visitor at the Board of Trade last week.

L. Spelts, of David City, Neb., passed a couple of days this week watching quotations on the Board.

C. F. Iddings, of North Platte, and Jack Grace, of Mascott, Neb., spent a day among friends at the Board of Trade.

Floyd J. Campbell, formerly representing the Weare Commission Co. at Omaha, is now operating the Weare business under the name Floyd J. Campbell Commission Co., using the Weare wire.

The Woodman Linseed Oil Co. will begin operations Oct. 1 instead of Sept. 1, as stated, not having received enuf seed to commence with. About 75 cars have been secured up to date, and 900 cars more will be bot. M. N. B.

### NEW ENGLAND.

A. D. Potter & Co., of Orange, Mass., will erect a grain warehouse.

Louis G. Sayles, Dayville, Conn., is starting in the grain business.

Maine's crop of sweet corn is a large one, and will keep the canneries busy.

W. H. Nason & Co., of Springvale, Me., will engage in the grain business.

Frank Fuller, of Wallingford, Conn., has removed his grain business to a new location.

Willis Trow has purchased the grain and feed business of George Hart, of Sunapee, N. H.

H. A. Wheeler has purchased the interest of M. L. Fox in the grain business at Wilmington, Vt.

C. W. Adams has bot the interest of his father, Jacob K. Adams, in the grain business at Warner, N. H.

The large hay warehouse of the Torrence-Vany Co., at Lynn, Mass., was burned Sept. 5. Loss, \$5,000; insured.

Judkins & Gilman have bot the Merrill mill property at Newport, Me. They will put in machinery and erect a grain elevator.

Edward P. Merrill, grain broker, Portland, Me., writes: The trade is indifferent to millfeed, seems to say, we will pay more or less; some few contracts out for October shipment, considerable November being offered. Old corn is selling steadily, but its sale is affected by the near approach of new corn. Little attention paid to wheat.

### NEW YORK.

Joseph Agostini, shipping and commission merchant, of New York, has made an assignment. Liabilities, \$324,000; assets, \$75,249.

W. B. Gallagher, of Buffalo, N. Y., has been very busy handling the damaged grain in the burned Eastern Elevator, of which he was one of the principal purchasers.

Jonathan W. Pottle, a retired grain and flour merchant, for over 30 years a member of the New York Produce Exchange, died Sept. 14, at his home at Bridgewater, Mass.

The New York Produce Exchange views with alarm the recorded pooling of the grain trade over the eastern trunk lines. If the railroads hold up the rates



from Buffalo to New York the traffic will seek other Atlantic ports.

McIntyre, Marshall & Co. have succeeded McIntyre & Wardwell, grain and stock brokers, New York. Henry L. Wardwell retires and H. O. Armour succeeds him, as special partner. Mr. McIntyre has promoted many large enterprises during the past five years.

Fire at Brooklyn, N. Y., Sept. 22 destroyed the grain elevators on the Atlantic Wharf, including the elevator of Nash & Whitten, the warehouses of the Brooklyn Wharf & Warehouse Co., and 4,000 bushels of grain owned by the Lyman Grain Drying Co. Nash & Whitten lost 45,000 bushels of oats. Loss, \$100,000.

The grain drying ordinance drafted by the Buffalo Board of Health has been passed by the city council and approved by the mayor. The damaged grain has already been removed from the recently burned Dakota and Eastern Elevators. The board of public works will try to induce the owners of the Dakota Elevator to remove the 80,000 bushels of grain that has fallen into the Blackwell Canal.

The new transfer and storage elevator which will be built at Elk St., and Lake Shore Railroad, Buffalo, N. Y., will be operated by Churchill & Co. G. W. Bartlett, manager of the Buffalo office, will have charge of it, as the new elevator will be operated as an adjunct to the present business. The elevator will have a storage capacity of 1,000,000 bushels and a handling capacity of 200 cars daily. The storage part of the elevator will be 6 steel tanks, 445 x 55 feet. The equipment will include 4 clippers, 2 cleaners and a 400-h. p. corliss engine. The power will be transmitted by a rope drive. The C. M. Seckner Engineering Co., Chicago, has the contract.

#### NORTHWEST.

Andrews & Gage are painting their elevator at Joliet, N. D.

Thomas L. Bird, of Ipswich, S. D., is no longer in the grain business.

Assessors' returns indicate that the flax acreage in North Dakota is 1,200,000 acres.

An elevator will be built at Astoria, S. D., by the Bay State Milling Co., of Winona, Minn.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Milling experts state that the wheat of the Northwest will be little damaged by the recent wetting.

The McCaull-Webster Elevator Co., of Minneapolis, Minn., has enlarged its elevator at Bradley, S. D.

M. Blewett, formerly of Detroit, Minn., has taken charge of the Independent Elevator at Dresden, N. D.

J. I. Sabraw, agent for the Duluth Elevator Co., has been transferred from Ojata to Merrifield, N. D.

Taylor Bros., of Lake Benton, Minn., are erecting a 25,000-bushel gasoline power elevator at Beresford, S. D., for J. W. Reedy.

Matt Jost, elevator agent at Mantador, N. D., was recently robbed of \$500. The thieves were captured two weeks later and \$400 recovered.

An elevator will be built at Granville, N. D., by the Imperial Elevator Co. The new Loomis 20,000-bushel gasoline power elevator at Letcher, N. D., has been completed.

A. E. Conner, Arlington, S. D., Sept. 13: Crops in this section have been con-

siderably damaged by late rains, but not as much as generally reported. This section of South Dakota has the finest prospect ever known for a corn crop.

I. T. Wright, agent for the McCaull-Webster Elevator Co., at Clear Lake, S. D., writes that his company is putting in a new 10-h. p. Fairbanks-Morse Gasoline Engine, and is planning to put in a 114-foot conveyor in its large storehouse at that point.

Government crop report, Sept. 18: South Dakota—Copious rains in most eastern counties retarded threshing, especially in north, where further deterioration of wheat in stack is expected; corn ripe, cutting general; flax harvest nearing completion, some yet green in north; heavy frost in east portion Sunday night.

Bert Porter, of Wimbleton, N. D., writes: We have five elevators here and only two are open. One farmer came in yesterday and said his neighbor planted 300 acres of wheat and only got 19 bushels off the whole area, and I am told that in good years wheat will run from 20 to 45 bushels per acre. We expected to have a fairly good crop of flax, but the last two nights we have had heavy frosts that killed a great deal of it, so that also will be a very poor crop.

#### OHIO.

Fall meeting of Ohio Association, Columbus, Oct. 16.

The Vernon Stock Co., a new firm, will build an elevator at Vernon Junction, O.

Mr. Adamson's new elevator at Roachton, O., is rapidly approaching completion.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The H. P. Miller Co., of Defiance, informs us that L. A. Pugh at Mark Center, O., is building an elevator.

Ketrow & Vernier, Ansonia, O.: We have learned thru the Grain Dealers Journal of many elevators for sale.

The installation of a corn sheller and elevator in his plant at Minster, O., is contemplated by Theo. B. Steinemann.

E. J. Levi, of Cincinnati, writes that Strasburger & Levi, grain receivers of that place, have retired from the business.

Jenkins & Stryker, grain dealers of Norwalk, O., have bot the grain elevator owned by the estate of L. S. Chapin at Huron.

Frank Shafer, Belleville, O., Sept. 21: Wheat poor; corn good; oats good; hay poor; good fall pasture. Wheat sowing commenced.

Wes Hardman informs us that he is building an up-to-date elevator in place of the one which was destroyed by fire at Cable, O., in June, 1900.

While adjusting a belt in the elevator at Convo, O., J. A. Dressel was struck by the belt. His upper lip and a portion of his nose were torn open.

The elevator at Bellevue, O., managed by Joseph Sherck, was burned at midnight, Sept. 6, with 1,250 bushels of oats. Loss, \$11,000; insurance, \$6,000.

L. W. Dewey, of Blanchester, O., formerly secretary and treasurer of the Southern Ohio Grain Dealers' Association, informs us that the Association is defunct.

Toledo, O., is to have a belt railway completely encircling the city with a double track. It will be built by the Toledo Terminal Railway Co., recently incorporated.

Theo. B. Steinemann, Minster, O., Sept. 20: Our wheat crop this year is the worst we ever had in this section for many a mile. Not 500 bushels of good wheat. Corn and oats extra good.

William E. George, Gettysburg, O.: I believe the farmer might as well try to get along without tools in his work, as the grain dealer in his business without the Grain Dealers Journal.

Elliott & Armstrong, of Millersburg, O., operate a 40,000-bushel elevator on the B. & O. and C. & A. C. railroads. The junior member, Calvin Armstrong, manages the grain and hay department.

E. P. Rollman has succeeded Rollman & Albert, grain dealers at Dodson, O. Mr. Rollman expects to put in a corn sheller and elevator. The corn crop is the heaviest ever known in that section.

The Ohio Cereal Co. has been incorporated at Circleville, O., to deal in grain, hay and feed. Capital stock, \$50,000. It is a consolidation of the Smith Mill Co., Heffner & Co. and Crites Bros. & Co.

Charles E. Groce, of Ashville, O., is placing an ear corn feeder, also arranging the large wheat dump so it can be used for corn or wheat in the new elevator recently purchased of W. P. Salady.

William E. George is improving his 30,000-bushel corn crib at Gettysburg, O., by putting in a new sheller and new dumps, getting ready to handle the largest and best crop of corn ever raised in that vicinity.

Government crop report, Sept. 18: Ohio—Temperature high until 16th; rainfall deficient; most corn safe from frost, harvest well advanced, yield good; pastures drying up and plowing delayed; very little wheat sown.

H. B. Camp, of Akron, will erect a 40,000-bushel elevator at Ashland, O. It will be a novel construction, with tile walls and metal fabric floors supported by flat arches. Many dealers are asking, Is tile elastic enuf to hold grain?

Frank N. Quale, the well known grain dealer of Toledo, O., died Sept. 15, from a paralytic stroke received three months ago. He was born at Linden, N. Y., in 1847, and early engaged in the milling business, which he continued on going to Ohio 21 years ago. Four years ago he erected a large brick elevator and warehouse. Since 1882 he has been a member of the Produce Exchange, on which his dealings were characterized by integrity and liberality.

J. W. McCord, secretary Ohio Grain Dealers' Association, informs us that the regular fall meeting of the Association will be held at Columbus, Tuesday, Oct. 16, at the Board of Trade auditorium. There will be two sessions, one at 10 a. m. and one at 1:30 p. m. The main object of this meeting will be to talk over the situation on the new corn movement. Other matters of vital interest to the trade will be discussed and two or three papers of interest read and discussed. Every regular dealer in Ohio is urged to be in attendance.

#### PACIFIC COAST.

The price war between grain dealers at Moscow, Idaho, has been settled.

J. Q. Adams & Co. are enlarging their warehouse at Chelan Falls, Wash.

At Dayton, Wash., a large warehouse is being built by Balfour, Guthrie & Co.

The heavy importations of grain bags are in excess of the actual requirements of the Coast.



The Clearwater Grain Co. has begun work on a warehouse 36 x 100 feet at Cul de Sac, Idaho.

Barrows & Knowlton have succeeded Barrows & Shannon, dealers in grain and hay at Salt Lake City, Utah.

P. J. Sweeney has been appointed chief grain inspector for Washington in place of C. H. Grinnell, who resigned.

The San Francisco Produce Exchange has donated about \$700 to the fund for the flood sufferers at Galveston, Tex.

The Washington state grain commission has adopted the same schedule of grain grades that was in force last year.

T. C. Friedlander, secretary of the San Francisco Produce Exchange, was married recently, and went on a two weeks' wedding tour thru southern California.

Grain truckers employed in the warehouses at Seattle, Wash., have been granted an increase of wages to 30 cents an hour. Wages have been increased at Portland and Tacoma also.

The stock of wheat at Stockton and Port Costa, Cal., is larger than for several months past, being 68,264 tons at the former and 108,000 tons at the latter place. A year ago Stockton had 51,524 tons and Port Costa 96,453 tons.

The San Francisco grain exporters who have the new Northern Pacific warehouses at Tacoma, Wash., have pooled their interests, placing E. T. Ripley in charge of the different houses. The three firms have formed the Northwestern Warehouse Co. The movement of grain is early and heavy, and the quality is excellent. One thousand cars of wheat are on track.

Government crop report, Sept. 18: Washington—Rain on the 15th interrupted hop picking; soil much improved for plowing; pastures and early-sown wheat generally benefited; threshing nearly completed; plowing and seeding progressing. California—Cool and cloudy, with light rains in some sections, beneficial to late crops; seeding summer fallow progressing; large acreage of wheat contemplated.

The bad habit some farmers have of shipping their wheat in old sacks is the cause of much profanity from grain buyers. New sacks cost only about 7 cents, against 5 cents for the old, which usually require mending besides. The difference amounts to only about 1 cent per bushel. The evil has grown to such an extent and has caused such loss to brokers that next season they will probably specify new sacks when buying.

### SOUTHEAST.

The condition of cotton according to the September report of the Department of Agriculture, was 73 in Virginia, 64 in North Carolina, 60 in South Carolina, 69 in Georgia, 71 in Florida, 64 in Alabama, 60 in Mississippi, and 64 in Tennessee.

J. M. Binns & Co., Cadiz, Ky., Sept. 11: Wheat crop light and indifferent, and it is doubtful if a full crop will be sowed, as we are suffering a severe drouth and ground is hard. Demand for breadstuffs pretty good; corn high, and the incoming crop will be short here and poor in quality thru lack of rain.

F. B. Dycus & Co., Dycusburg, Ky., Sept. 11: The wheat crop turned out very unsatisfactory, and not much land has been prepared for the new crop. The continued dry hot weather has made it impossible to fallow the land. Very little No. 2 wheat to be had, and seed wheat of suitable varieties will be in demand. Local mills will use most of the wheat.

### SOUTHWEST.

R. H. Ginner writes that O. B. Kidney is building an elevator at Dover, Okla.

Two elevators are to be built at Cashion, Okla., one by the Eagle Mills and one by John Pfaff of Edmond, Okla.

R. H. Ginner, Hennessey, Okla., Sept. 10: Threshing is getting fairly well along. Raining this morning; has been very dry.

T. E. & C. M. Standard have bot the Loosen Elevator at Okarche, Okla., and will conduct it under the name T. E. Standard & Son.

E. J. Spratlin, Dewitt, Ark., Sept. 13: Corn crop short about 80 per cent; cotton crop short half in this county. This is a receiving instead of a shipping point.

Government crop report, Sept. 18: Oklahoma and Indian Territory—Rains placed ground in fine working order, and plowing and seeding are in rapid progress, with some wheat coming up.

Fire at Shreveport, La., Sept. 13, destroyed the 4-story building of the Shreveport Mill & Elevator Co., and other property. Loss on the elevator, machinery and contents, \$30,000; insurance, \$19,000. It is understood that the company will rebuild.

E. M. Perdue, manager of the Ranchmen's Milling & Elevator Co., Hooper, Colo., writes that threshing has commenced on 1,000,000 bushels of wheat in that valley, of fine quality, testing 60 to 66 pounds. A market is needed. His company, composed of farmers, operates a 130,000-bushel elevator.

The Rice Distributing Co. has been organized at Crowley, La., with a capital of \$25,000, with Jas. R. Webster, president and Charles H. Zwick as vice-president and Karl Zwick as secretary and treasurer, to do a general brokerage business and millers and dealers in rough and clean rice, brand and polish.

John Hyde, statistician of the Department of Agriculture, in his September report gives the condition of cotton as 70 in Louisiana, 77 in Texas, 65 in Arkansas, 64 in Missouri, 78 in Oklahoma, and 72 in Indian Territory. The average condition for the whole country was 68.2, compared with 68.5 a year ago. Subsequent storms have lowered the condition on the Gulf Coast, especially in Texas.

### TEXAS.

Grain dealers meet at Dallas, Oct. 2. Cochran & Co., of Midland, Tex., recently suffered \$4,000 loss by the burning of grain.

M. J. Kavanagh, Terrell, Tex., will receive bids until Oct. 6, for the construction of a grain elevator at Terrell.

The cotton lost in Texas as a result of the great storm is estimated by the state department of Agriculture at 75,000 bales.

The oil mill of the Merchants & Planters Co., at Houston, Tex., was burned recently. Loss, \$350,000; insurance, \$252,000.

The Amarillo Grain & Coal Co. has been incorporated at Amarillo, Tex., with \$5,000 capital stock by Robert Smith, S. J. Brown and John W. Veale.

The Texas Grain Dealers Association will meet at the Oriental Hotel, Dallas, Oct. 2, 10 a. m. Reduced railroad fare and the great Calif parade at night.

The Cameron Mill & Elevator Co., Denton, Tex., was robbed of \$400 in the possession of a local merchant, who had placed the money in a box under his bed for safe keeping.

The A. S. Lewis Grain & Elevator Co., of Waco, Tex., recently shipped a train load of 14 cars loaded with oats to be

stored in the house of the Nashville Steel Elevator Co., at Nashville, Tenn. Other heavy shipments are expected.

A receiver has been appointed for the terminal properties at Port Arthur, Texas. The receivership covers the properties owned or controlled by the Port Arthur Channel & Dock Co., the elevator deep water channel, piers, warehouses, and terminals.

Secretary H. B. Dorsey of the State association has returned to Galveston to look after the interests of members and to assist in locating cars, advising as to condition, and where desired to have wheat handled to the best advantage. The Texas Association is doing much good work for the benefit of its members which surely will be appreciated.

Secretary Dorsey of Texas Association has succeeded in inducing the Katy to make an emergency rate of 20 cents on wheat to St. Louis and the Denver has granted a rate of 17 cents from Wichita Falls south to New Orleans. The conditions at Galveston are improving so rapidly that no further concessions are likely to be made. All the dealers along these lines, whether members or not have profited equally by this reduction.

At a meeting of the Executive Committee of the Texas Grain Dealers Association in Dallas, Sept. 17, the refusal of exporters to honor drafts when drawn in the usual way and according contract was considered and the following resolution adopted: That when contracts for wheat were made in writing in good faith, and shipments made within the time specified, and drafts made in the usual way accompanied by bills-lading properly issued by a solvent Railway Co., that it is the duty of the purchaser to pay such drafts when presented.

The great storm that caused such great loss of life and property at Galveston did comparatively little damage to the grain elevators. Not 2 per cent of the grain in Elevator "A" was damaged, and very little moisture penetrated into Elevator "B." The conveyor galleries were swept away, making it necessary to transfer the wheat to "A" for loading into vessels. The roof of one of the elevators was blown off. General Manager J. E. Bailey, of the Galveston Wharf Co., whose life was spared, placed a large number of men at work clearing up the wreckage of the sheds. The wharves were damaged but slightly. Most of the 1,000 cars of wheat on track escaped without wetting. The elevators of Jockush, Davidson & Co., and Hanna & Leonard escaped damage. Among the dead are Thomas Webster, Sr., secretary of the grain inspector, and his family, W. L. Daly, who represented Charles F. Orthwein's Sons, and August Wisrodt, grain and flour dealer, with his entire family.

Secretary Dorsey of the State Association in reporting upon the result of his two weeks' visit to Galveston to investigate the grading of wheat shipped by members and to render assistance to members in caring for wheat arriving in such condition as to preclude its receipt by Wharf Co.'s elevators, writes: I am fully convinced that Chief Grain Inspector C. McD. Robinson and his assistants are honest, and conscientiously perform their duties. Grain is fairly and justly inspected and graded according to the rules. The rules may be a little drastic in some instances, but I think they are about as liberal as rules of other markets. According to the rules the test weight cuts no figure in the grade if the quality and condition is bad. Much of the wheat this year was badly damaged



on account of farmers' failure to care for it, and my suggestion is that grain dealers place the burden on the grower. My observation while at Galveston, convinces me that wheat threshed from the shock which might have contained moisture when put in car and closed tightly soon gets into a heating condition, as I do not believe sensible grain men would ship wheat in condition I saw many cars arrive. I would warn members to be careful as to the condition of wheat, see that it is perfectly dry. The Wharf Company has no facilities for handling wheat out of condition and such facilities are so limited in Galveston that heavy loss is bound to result when wheat arrives there out of condition. I also investigated the system in vogue as to weighing wheat and feel sure that it is a good system, as check weights are used in the way of a double beam, one with letters. The latest Galveston rules do not give a No. 1 grade on wheat, and as we have considerable wheat in Texas this year which would grade No. 1, if properly cleaned, and which would bring a premium to the shipper, I took this question up with Mr. Robinson and he agreed to give us a No. 1 grade as soon as he could get the Inspection Committee of the Board of Trade together, so that the grade could be established.

### WISCONSIN.

J. Evans has sold his grain business at Barneveld, Wis., and removed to Sherry. Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The La Crosse Brewing Co. has been incorporated at La Crosse, Wis., with \$1,200,000 capital stock.

The members of the Milwaukee Chamber of Commerce have subscribed about \$550 for the Galveston sufferers.

The Jackson Milling Co., of Stevens Point, Wis., contemplates erecting a large elevator and warehouse at Wausau.

Tweedale & Harvey are building a grain drier in the Daisy Mill at Milwaukee, Wis., to dry wheat after washing.

John Wahl's new 25,000-bushel elevator at Mondovi, Wis., has nearly been completed. It is 60 feet long and 54 feet high.

J. H. Kurth & Co., of Columbus, Wis., have taken possession of the old elevator of Farnham & Allen, and will make some improvements.

The partners in the Kewaunee Grain Co., Kewaunee, Wis., have disagreed. George A. Duvall has applied for a receiver and referee.

It is said that the New Richmond Roller Mill Co., of New Richmond, Wis., has acquired all the elevators in four states located on the Omaha Railroad and hitherto operated by the Northern Grain Co., of Chicago. O. W. Mosher is president of both companies.

Government crop report, Sept. 18: Wisconsin—Heavy frost Monday morning in northern and central and light in southern sections did practically no damage, as nearly all crops are fully matured; corn ripe and mostly in shock; some husking done, yield heavy, quality good. Soil in good condition for fall plowing.

Our exports of oil cake during the seven months ending with Aug. 1, as reported by O. P. Austin, chief of the Bureau of Statistics, consisted of 278,243,000 pounds of linseed and 600,298,000 pounds of cotton seed cake; compared with 289,440,000 pounds of linseed and 623,325,000 pounds of cotton seed cake, during the corresponding period of 1899.

## PATENTS GRANTED

August Miller, of St. Louis, Mo., has been granted letters patent, No. 657,743, on a car ventilator.

William E. Cary, of Springfield, Vt., has been granted letters patent, No. 657,810, on a gas engine.

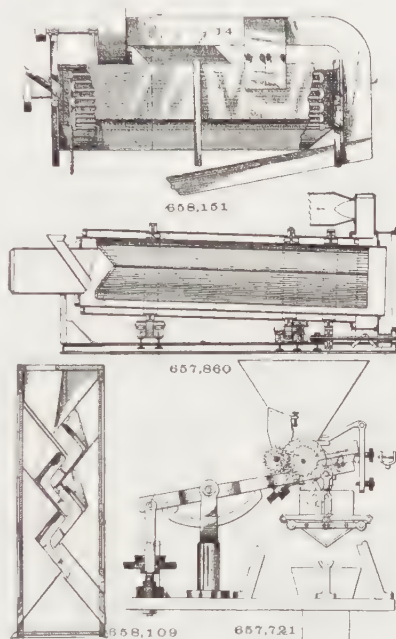
Hinsdale Smith, of Springfield, Mass., has been granted letters patent, No. 657,576, on a gas engine.

John J. Simmons, of Devon, Kan., has been granted letters patent, No. 658,127, on a gas or gasoline engine.

George Kiltz, of Marengo, Ill., has been granted letters patent, No. 657,739, on a vaporizer for petroleum engines.

Bernhard Fischer, of Mannheim, Germany, has been granted letters patent, No. 657,764, on a malt drying apparatus.

David S. Cook, of Sellersburg, Ind., has been granted letters patent, No. 657,858, on an automatic weighing machine.



Thomas C. Kennedy, of Chicago, Ill., has been granted letters patent, No. 658,267, on a gasoline engine fuel oil feeder.

Henry L. Jessen, of Watsonville, Cal., has been granted letters patent, No. 657,738, on a carbureter for explosive engines.

Isaac H. Davis, of Boston, Mass., has been granted letters patent, No. 657,760, on an electric igniter for explosive engines.

George E. Hoyt, of San Francisco, Cal., has been granted letters patent, No. 657,934, on a rear compression gas engine.

William D. Watkins and Trose P. Fruit, of Brownwood, Tex., have been granted letters patent, No. 658,304, on a baling press.

Frederick A. La Roche, of New York, N. Y., has been granted letters patent, No. 657,662, on controlling means for explosive engines.

William H. Prinz, of Austin, Ill., assignor to the Saladin Pneumatic Malt- ing Construction Co., Chicago, has been granted letters patent, No. 657,788, on an apparatus for drying malt.

Charles L. Cummings, of New York, N. Y., has been granted letters patent, No. 657,860 (see cut) on a drier. The drier consists of an outer shell, mounted to rotate on rollers, and containing a drum secured within it at a suitable place so as to form a heating space. A series of longitudinally extending hollow blades, forming heating surfaces or flues, is secured to the inner surface of the drum.

Charles F. Wood, of Richmond, Va., has been granted letters patent, No. 657,721, on a weighing machine. An upright mounted on a base supports parallel pivoted scale beams, having at one end a pan with weights and at the other end a hanger supporting a bucket. The bucket receives the material to be weighed from a main and an auxiliary hopper. A wheel conveys the material from the auxiliary hopper to a spout communicating with the bucket.

Christian H. Larson, of Fowler, Ind., has been granted letters patent, No. 658,151 (see cut) on a grain drier and cleaner. A casing contains a revoluble screen, several coils of heating pipes, the wind trunk 14, having a branch communicating with the upper side of the casing and a side spout with two doors, and an inclined flue chute beneath communicating with the wind trunk at the discharge end of the screen, whereby the grain will be subjected to a cross current of air as it passes thru the screen and to an upwardly moving current of air as it passes downward thru the inclined flue chute.

August Heine, of Silver Creek, N. Y., assignor to Lizzie Heine, same place, has been granted letters patent, No. 658,109 (see cut) on a grain separator. This machine is operated by gravity. The grain flows thru the machine from top to bottom, being deflected in a zigzag direction by side plates. The cleaning action is due to a stationary separator screen having springy, vibratory needles which are fixed at their upper ends and free from their fixed ends to their lower ends, and which are of angular or elbow form, having their upper portions, above their bends, arranged in such a position that the material is prevented from coming in contact, and having their lower portions arranged at the proper inclination to cause the flow of the material by gravity.

### CORN OIL.

Corn oil is a by-product from the refuse of corn meal and grits mills. After the whole corn has been softened by steaming, it is run thru a degerminator which takes out the germs. The germs contain an oil, the presence of which in the meal is undesirable. To separate the oil the germs are ground, heated and pressed in exactly the same way as flaxseed is in the manufacture of linseed oil. The same press that is used in pressing linseed oil is used for corn oil. There is no secret in the process. Five-sixths of the corn oil made in the United States is manufactured by the Glucose Sugar Refining Co., which exports three-fourths of its product. A small quantity is made by the American Linseed Co. The oil is the basis for a superior quality of soap, and is largely used by white lead and putty manufacturers. The exports of corn oil during the seven months prior to Aug. 1, 1900, were 2,788,452 gallons, valued at \$915,884; while for the corresponding period of 1899 the exports were 1,570,428 gallons, valued at \$379,803.



## BOOKS RECEIVED.

**PICTURESQUE GALVESTON** is the title of a book of over 100 pages, printed on heavy coated paper, filled with views of what was one of the most beautiful cities. It was to have been issued by the business men of Galveston as a souvenir advertisement of the city. About one-half the edition has been saved, is being bound and will be sold for \$2 per copy. The profits of the book will be given to the Galveston Relief Committee. Address all orders to Galveston Tribune, Galveston, Tex.

**DAILY RECORD** is the title of a record book for country elevator men which has recently been issued by McHugh, Christensen & Co., of Minneapolis, Minn. This book is divided into six parts, as follows: For keeping a daily record of grain bot, of grain stored, of cars shipped, of purchases and sales for future delivery, of cash received and paid out and of ledger accounts. This book enables all the different records to be kept under one cover. The book is 11 x 16½, is printed on ledger paper and bound in imitation leather board covers with leather back.

## THE SUPPLY TRADE

The Sparks-Root Bag Co., East St. Louis, Ill., has been dissolved.

The Prinz & Rau Mfg. Co., Milwaukee, Wis., will build a 3-story brick addition, 30 x 96 feet, to its factory.

J. L. Record, of the Barnett & Record Co., Minneapolis, Minn., left Sept. 11, for Europe. He will be absent about a month on a business trip.

McHugh, Christensen & Co., Minneapolis, Minn., are sending friends and customers wheat and flax tables and a flax dockage table.

G. D. Colton & Co., of Galesburg, Ill., have purchased the entire business of the Spartan Mfg. Co., of Aurora, Ill., and will manufacture the Corn Belt Feed Mills.

J. Thompson & Sons Mfg. Co., Beloit, Wis., has an exhibit of its Lewis Gasoline Engines at the Wisconsin State Fair. The exhibit is in charge of J. R. Jones, A. J. Pratt and R. B. Shoop.

The Edward P. Allis Co., of Milwaukee, Wis., has discontinued its branch office at Butte, Mont., and established one at 110 Mill St., Spokane, Wash. H. V. Croll will be in charge.

Jack Traster, formerly a traveling representative for the Case Mfg. Co., in the Southwest has accepted a position with the Barnard & Leas Mfg. Co., Moline, Ill., and will represent them in Kansas and Oklahoma.

The Eureka Automatic Scale Co., of Tacoma, Wash., has filed letters of incorporation with a capital of \$10,000. The incorporators are J. G. Deming, San Francisco, J. G. Deming, Jr., John W. Berry, of Tacoma. This company will manufacture an automatic scale invented by Mr. Berry.

With the increased acreage of kaffir corn that is being put out in Kansas, Indian Territory and Texas, there has come a demand for a mill that will grind the kaffir in the head, as such a work saves the threshing of the kaffir corn and also gives the feed that roughness which is desired by most cattle feeders. The Bowsher Feed Mills, manufactured by the N. P. Bowsher Co., South Bend, Ind., can

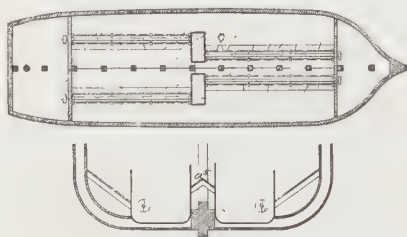
be equipped with an attachment for feeding kaffir heads so that the mill will grind it in first class shape without any trouble whatever to the operator.

### A HOPPERED BOTTOM GRAIN VESSEL.

During recent seasons the grain trade of Buffalo has suffered by reason of the grain trimmers striking for higher wages and refusing to work. Vessels have had to wait weeks before they could be unloaded.

Such embarrassing conditions invariably set fertile brains to work and the outcome is generally some mechanical contrivance which will dispense with the use of manual labor.

Lewis Hohmann, of Chicago, Ill., has been granted letters patent on a hopper bottom grain vessel, a cut of which is reproduced herewith. This boat is what might be called self-discharging. It is supplied with a false bottom hopper and two pairs of screw conveyors, which terminate at the center of the boat in two



bins into which the marine leg of the elevator is dropped, when the grain is to be unloaded. An arrangement is provided for regulating the flow of grain from the hold to the conveyors. Boats so constructed will not have to depend upon grain trimmers for their unloading.

The Spanish wheat crop of 1900 is the largest within the memory of the inhabitants.

The old-fashioned grain cradle is still in demand. One concern at Marcellus, Mich., turned out 2,000 of them the past year.

Egyptian wheat is a variety tried this year by a Minnesota farmer with very good results. It ripened several days in advance of other varieties.

Broom corn exports for the seven months ending Aug. 1 aggregated 43,472 tons; compared with 34,580 and 54,383 tons for the corresponding periods of 1899 and 1898.

Rice amounting to 12,603,000 pounds was exported during the seven months ending with Aug. 1, against 538,503 and 359,160 pounds during the corresponding periods of 1899 and 1898.

Our exports of cotton seed during the seven months ending Aug. 1 were 31,513,000 pounds; compared with 25,364,000 pounds and 20,529,000 pounds during the corresponding periods of 1899 and 1898.

Sir John Lawes, who died recently, left his estate at Rothamsted, Eng., and an endowment of \$500,000, to perpetuate his work and provide for future investigations in wheat growing and allied subjects.

The plant of the American Linseed Co., at Logansport, Ind., has been converted by the company into a corn oil factory, consuming 15 tons daily of that part of the grain not used by the starch factories.

## SUITS AND DECISIONS

Brousseau & Co., grain commission merchants, Chicago, have brot suit against J. Brandt Walker to recover \$20,000 in commissions for transactions on the Board of Trade.

In a recent case decided in Missouri it was held that a carrier's contract of carriage is not completed by side-tracking cars at its yards, but its obligation continues until delivery at its depot or warehouse where goods are customarily unloaded and delivered.

In a recent decision of Massillon Engine & Thresher Co. vs. Ackerman, reported in 35 S. E. 635, it was held that where one delivers grain to another to be threshed and returned to the owner, less the toll, a bailment is thereby created and after proof of loss the burden is on the bailee to show proper diligence.

In the case of D. Klass Commission Co. vs. Wabash R. R. Co., 80 Mo. App. it was decided that a clause in the contract of carriage requiring shipper to give five days notice of his claim of loss and damage does not apply to loss occurring thru the carrier's failure to deliver the goods in a reasonable time, but to injury during shipment.

Where the carrier has the shipper, who desires to stop goods in transit, enter into an indemnifying bond and refuses to allow him to send a dispatch over the public telegraph, and undertakes to send the same over its own private wire and then negligently delays the sending of the dispatch so goods are delivered to the consignee, it cannot be set up that the goods were beyond its line at the time or its ignorance of whose charge the goods were then in, but is liable for loss occurring by reason of its negligence. Willock vs. Mo. City Ry. Co., 79 Mo. App. 76.

Covenant in a deed for a railroad right of way as to the number of trains that shall be run on the road is held to be a covenant running with the land, where it constitutes the chief consideration of the contract, and an action to enforce it against the subsequent purchaser of the railroad is sustained, although the covenant had been broken by the original grantee before the transfer.—Doty vs. Chattanooga Union Railroad, Tenn., 48 L. R. A., 160.

Where A deposited wheat in B's elevator and accepted a certificate providing that A should pay a certain storage charge, that the wheat should bear a certain shrinkage, that plaintiff should assume all risk of fire, and that on demand defendant would return either an equal amount of wheat of the same grade or an amount of a different grade of equal value, and should have the privilege of buying the wheat at the market price at the time of demand, held: That the transaction was a sale and not a bailment, and that defendant was liable for the value of the wheat thou his elevator had burned. Citing O'Neil vs. Stone, 79 Mo. App., 279.

An original and striking signboard is that on the elevator of Nutt Bros., at Urbana, O. It is made of ears of corn strung on a wire, with letters three feet high, and reads "Cash for Grain."

Buckwheat amounting to 396,000 bushels was exported during the seven months prior to Aug. 1; compared with 652,000 and 689,000 bushels during the corresponding periods of 1899 and 1898, as compiled by the Bureau of Statistics.





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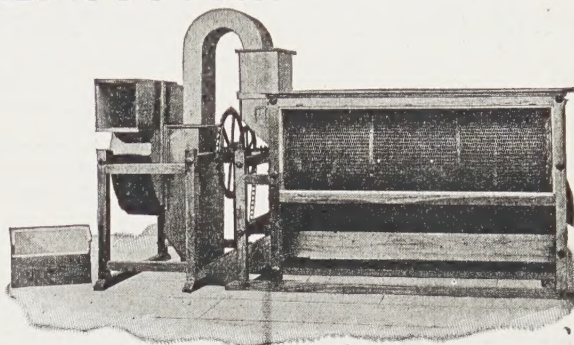
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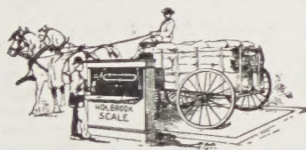
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**Rubber Paint Co's ELEVATOR PAINT.**

Warranted—Fast Red, Yellow, Brown, Black or Slate; price, 60cts. per gallon in barrels.

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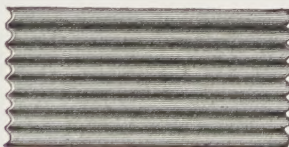


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Oklahoma City: Southwestern Grain & Coal Co.

### TEXAS.

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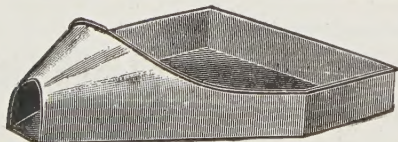
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The same book, with space for registering 15,000 cars. Price \$2.50.

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Grain Size, 2 1/4 x 12 x 16 1/2 ins. .... \$1.25

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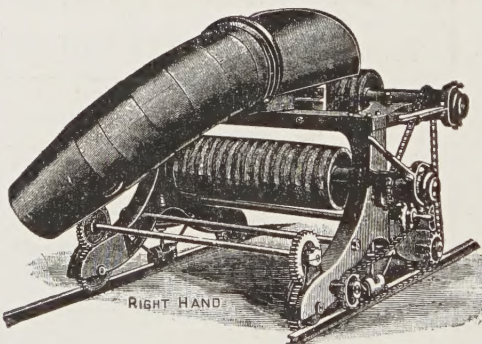
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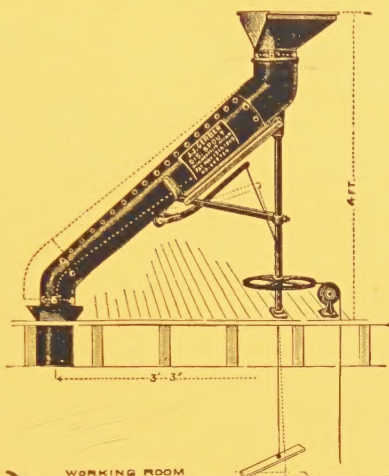
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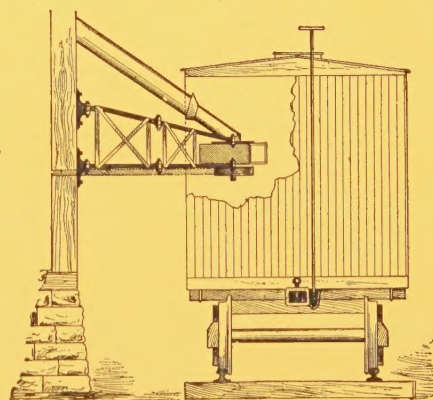
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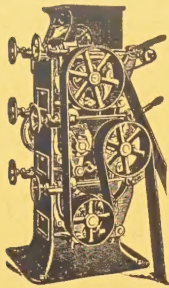
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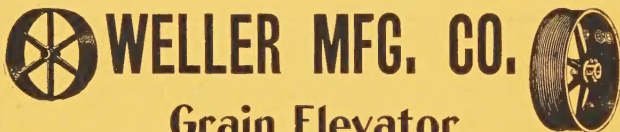
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